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TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Loans, Purchases, and Other Operations

[1956 C. C. C. Grain Price Support Bulletin 1, Supp. 1, Amdt. 3, Wheat]

PART 421—GRAINS AND RELATED COMMODITIES

SUBPART—1956-CROP WHEAT LOAN AND PURCHASE AGREEMENT PROGRAM

ELIGIBLE WHEAT

The regulations issued by the Commodity Credit Corporation and the Commodity Stabilization Service published in 21 F. R. 4000, 5560, 6743, 8232, and 8307 containing the specific requirements of the 1956-crop wheat price support program are hereby amended as follows:

Section 421.1638 (c) (1) is amended to also make wheat grading "Sample" because of total damage only, eligible for price support if it otherwise grades No. 4 or No. 5 on test weight, and grades No. 3 or better in other respects so that the amended subparagraph reads as follows:

§ 421.1638 *Eligible wheat.* * * *

(c) * * *

(1) Eligible wheat shall be (i) wheat of any class grading No. 3 or better, (ii) wheat of any class grading No. 4 or 5 on the factor of "test weight" and/or because of containing "Durum", "Red Durum", or damaged kernels (other than heat damaged), but otherwise grading No. 3 or better, (iii) wheat of any class grading "Sample" because of damaged kernels only (other than heat damaged), if it contains not more than 14 percent moisture, is not musty, sour, heating or hot, and grades at least No. 4 or No. 5 on test weight, but otherwise grades No. 3 or better, or (iv) wheat of the class Mixed wheat, consisting of mixtures of grades of eligible wheat as stated in subdivision (i), (ii), or (iii) of this subparagraph provided such mixtures are the natural products of the field: *Provided*, That wheat shall not be eligible wheat if it does not meet the sanitation requirements set forth in paragraph (d) of this section.

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 301, 401, 63 Stat. 1051, as amended, 1053, 1054; 15 U. S. C. 714c, 7 U. S. C. 1441, 1447, 1421)

Issued this 24th day of January 1957.

[SEAL] WALTER C. BERGER,
*Executive Vice President,
Commodity Credit Corporation.*

[F. R. Doc. 57-691; Filed, Jan. 29, 1957;
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[1956 C. C. C. Grain Price Support Bulletin 1, Supp. 2, Amdt. 3, Wheat]

PART 421—GRAINS AND RELATED COMMODITIES

SUBPART—1956-CROP WHEAT LOAN AND PURCHASE AGREEMENT PROGRAM

DETERMINATION OF SUPPORT RATES

The regulations issued by the Commodity Credit Corporation and the Commodity Stabilization Service published in 21 F. R. 4000, 5560, 6743, 8232, and 8307 containing the specific requirements of the 1956-crop wheat price support program are hereby amended as follows:

Section 421.1643 (d) (3) (vi) is amended to provide that wheat grading "Sample" because of total damage only, but otherwise grading No. 4 or No. 5 on test weight, and grading No. 3 or better in other respects will also be eligible for price support at a discount of 60 cents per bushel from the applicable basic terminal or county support rate, so that the amended subdivision reads as follows:

§ 421.1643 *Determination of support rates.* * * *

(d) *Support rates.* * * *

(3) *Premiums and discounts for classification, grade, variety, and protein content.* * * *

(vi) Wheat of any class grading "Sample" because of damaged kernels only (other than heat damaged), if it contains not more than 14 percent moisture, is not musty, sour, heating or hot, and grades at least No. 4 or No. 5 on test weight but otherwise grades No. 3 or better, shall be discounted 60 cents per bushel from the applicable basic terminal

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or county support rate. The discounts set forth in subdivisions (i) (b) and (ii) (b) of this subparagraph, shall not be applicable to wheat of this quality.

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 301, 401, 63 Stat. 1051, as amended, 1053, 1054; 15 U. S. C. 714c, 7 U. S. C. 1441, 1447, 1421)

Issued this 24th day of January 1957.

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PART 472—WOOL

SUBPART—1957 PAYMENT PROGRAM FOR SHORN WOOL AND UNSHORN LAMBS (PULLED WOOL)

This bulletin states the requirements with respect to the 1957 payment program for shorn wool and unshorn lambs (pulled wool), formulated by Commodity Credit Corporation (referred to in this bulletin as CCC) and the Commodity Stabilization Service (referred to in this bulletin as CSS).

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AUTHORITY: §§ 472.801 to 472.832 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 702-709, 68 Stat. 910-912; 15 U. S. C. 714c, 7 U. S. C. 1781-1787, 1446.

PROGRAM OPERATION

§ 472.801 *Administration.* The program will be carried out by CSS under the general supervision and direction of the Executive Vice President of CCC. In the field, the program will be administered through the Agricultural Stabilization and Conservation (referred to in this subpart as ASC) state and county offices. ASC state and county offices do not have authority to modify any of the provisions of this subpart or any of the amendments or supplements thereto. Neither are they authorized to waive any such provisions unless the power to waive is expressly included in the pertinent provision.

SHORN WOOL

§ 472.802 *Incentive level and payments.* For the 1957 marketing year (beginning April 1, 1957, and ending March 31, 1958, both dates inclusive, § 472.832), the price level which has been determined to meet the requirements of the National Wool Act of 1954 is 62 cents per pound of shorn wool, grease basis. Announcement of this price level was made by the Department of Agriculture on October 1, 1956, in accordance with section 703 of the National Wool Act of 1954, which states that the Secretary shall, to the extent practicable, announce the support price levels for wool sufficiently in advance of each marketing year as will permit producers to plan their production for such marketing year. For the 1957 marketing year, price support on shorn wool will be furnished by means of payments to the producer in accordance with the provisions of this subpart on the shorn wool he markets in that marketing year.

§ 472.803 *Eligibility for incentive payments.* Before payments under this program can be approved pursuant to any application for payment covering any lot or lots of wool, the following requirements must be satisfied:

(a) Except as provided in § 472.825, the applicant must be the producer, and in the case of a joint application each applicant must be a producer (as defined in § 472.832), of the shorn wool.

(b) The wool must have been shorn in the continental United States, its terri-

tories or possessions on or after January 1, 1955, and must have been marketed within the 1957 marketing year. For the purpose of this program, shorn wool is deemed to include murrain and other wool removed from dead sheep and other off wools such as black wool, tags, and crutchings.

(c) The wool as well as the sheep or lambs from which it was shorn, must have been owned by the producer at the time of shearing, and the sheep or lambs must have been owned by him for not less than 30 days at any time prior to his signing the application for payment (§ 472.818), with the following exception: The ownership, specified in the preceding sentence is not required of an applicant for payment who has an agreement with the owner of the animals pursuant to which the applicant, in return for furnishing labor in connection with caretaking, lamb production, or feeding, is entitled either to a share in the ownership of the wool shorn from such animals or a share of the sales proceeds of the wool; provided that the owner of the animals who joins in the application meets the ownership requirements. Ownership of wool or animals as used in this paragraph does not include the ownership which in some states is held by a person having a security interest, such as a mortgage or other lien.

(d) Beneficial interest in the wool must always have been in the producer from the time the wool was shorn up to the time of its sale. A producer has beneficial interest in wool (1) when he owns it without any other person being entitled to the wool or its proceeds and without his having authorized any other person to sell or otherwise dispose of the wool; (2) when the producer has authorized another person to sell or otherwise dispose of the wool, even transferring legal title to such other person, but the producer continues to be entitled to the proceeds from such sale or other disposal of the wool; or (3) when the producer is entitled to a share of the wool or of the proceeds thereof pursuant to an agreement described in the exception in paragraph (c) of this section though he does not own the animals from which the wool was shorn. If the producer has such beneficial interest, the fact that the wool may be mortgaged or subject to another lien does not change his position as having a beneficial interest.

(e) The producer must either report, in accordance with § 472.810, that the wool sold includes wool obtained by a first shearing of lambs (defined in § 472.832) he purchased on or after April 1, 1956, or certify that the wool sold does not include any wool so obtained.

§ 472.804 *Marketing within the 1957 marketing year.* (a) The National Wool Act of 1954 provides that price support under that act shall be limited to wool and mohair marketed during the period beginning April 1, 1955, and ending March 31, 1959. Since this program covers only the 1957 marketing year, payments under this program will be limited to wool marketed during the period beginning April 1, 1957, and ending March 31, 1958.

(b) Marketing shall be deemed to have taken place in the 1957 marketing year if, pursuant to a sale or a contract to sell, the last of the following three events in the process of marketing was completed in the 1957 marketing year: (1) Title passed to the buyer; (2) the wool was delivered to the buyer (physically or through documents which transfer control to the buyer); and (3) the last of the factors (price per pound, weight, etc.) needed to determine the total purchase price payable by the buyer became available. The factors are considered available when they are known to the applicant's marketing agency if he markets through a marketing agency, or they are known to the applicant if he markets directly. Any one of the three events previously mentioned may be the last event completed.

(c) Delivery of wool on consignment to a marketing agency (defined in § 472.832) to be sold for the producer's account does not constitute a marketing. This is so even though the consignee may guarantee the producer a minimum sales price or may give him an advance against the prospective sales price or may do both. Wool delivered on consignment shall not be deemed marketed by the producer until it has been marketed by the marketing agency. When a producer transfers title to his wool to a marketing agency and provides that such agency shall market the wool and that the producer shall be entitled to the proceeds of such marketing, the producer shall be deemed to have consigned the wool.

(d) The exchange of wool for merchandise or services (for instance, shearing) will be considered a sale, provided a definite price is established for the wool.

§ 472.805 *Rate of incentive payment.* Upon expiration of the 1957 marketing year and after the Department of Agriculture has determined the national average price for wool received by producers in that marketing year, the Department will announce the rate of the incentive payment under this program. The rate of payment will be the percentage of the national average price received by producers required to bring such national average price up to the announced incentive price. For example, if the reported national average price received by producers for wool sold during the 1957 marketing year should be 50 cents, the difference between that figure and the incentive price of 62 cents previously announced (§ 472.802) would be 12 cents, and this figure would constitute 24 percent of the national average price of 50 cents. In such a case, the rate of incentive payment would be 24 percent of the net sales proceeds received by each producer.

§ 472.806 *Computation of payment.* (a) In order to determine the amount of the incentive payment due to a producer on the wool he marketed during the 1957 marketing year, the percentage computed pursuant to § 472.805 will be applied to the net sales proceeds for the wool determined in accordance with paragraph (b) of this section. The amount so computed may be reduced on account

of purchases of unshorn lambs (defined in § 472.832), in accordance with paragraph (c) of this section.

(b) The net sales proceeds shall be determined by deducting from the gross sales proceeds of the wool all marketing expenses, such as for transportation from the local shipping point; handling (including commissions); grading; scouring; or carbonizing. Items, however, listed in § 472.808 (a) (7) as "other deductions" shall not be deducted. The figure so arrived at will express the net proceeds received by the producer at his farm, ranch, or local shipping point (defined in § 472.832). For example, if the producer marketed his clip of 500 pounds at 50 cents per pound, he received \$250 as gross proceeds and, if the marketing deductions totaled \$25, his net proceeds of sale (after marketing deductions) amounted to \$225. For the purpose of this program, the producer is expected to deliver his wool packed in bags to his local shipping point and to bear the storage expenses until the wool is sold. Consequently, charges made for furnishing wool bags, storing wool, or transporting wool to the producer's local shipping point shall not be considered deductible marketing charges. Neither are other charges, not directly related to marketing of the wool, such as interest on advances or dues owing an association, to be considered marketing charges.

(c) If pursuant to § 472.810, the producer reports, in his application for payment, the purchase on or after April 1, 1956, of any unshorn lambs, his incentive payment computed in accordance with paragraph (a) of this section shall be reduced by an amount resulting from multiplying the reported liveweight of the animals purchased on or after April 1, 1956, as unshorn lambs, by the announced rate per hundredweight to be paid producers under the pulled wool program (§ 472.811).

§ 472.807 *Supporting documents—(a) General.* The application for payment on account of shorn wool (§ 472.809) shall be supported by the original sales document (defined in § 472.832) for the wool sold.

(b) *Original sales document retained.* If the applicant does not wish the original sales documents to remain with the ASC county office, he may submit photostats or similarly reproduced or carbon or typewritten copies of the original documents. However, he must show the original documents to the ASC county office where the statements on the copies will be confirmed by comparison with the originals. The original sales documents will be appropriately stamped or marked to indicate that they had been used in support of an application for payment under this program and will be returned to the applicant. He will be required to retain them in accordance with § 472.824.

(c) *Practice of issuing carbon or photostat copies.* If it is the practice of the person or firm that prepared the sales document to furnish a carbon or photostat copy to the seller in place of the original, the producer may submit that copy in support of his application, provided the copy bears a signature, in ac-

cordance with § 472.808 (a) (10), of the person or of the representative of the firm that prepared the original sales document. Such copy shall be treated like an original for the purposes mentioned in this section.

(d) *Lost or destroyed sales document.* If the original sales document has been lost or destroyed, the applicant may submit a copy, certified by the buyer or the applicant's marketing agency, and such certified copy shall be treated like an original for the purposes mentioned in this section.

§ 472.808 *Contents of sales documents.* The sales documents attached to each application for an incentive payment must contain a final accounting, meeting the requirements of paragraph (a) or (b) of this section, for the wool covered by the sales document. Contracts to sell as well as tentative or pro forma settlements will not be acceptable as sales documents meeting such requirement. Except as provided in § 472.825, sales documents must cover wool sold by the applicant.

(a) *Sales other than at farm, ranch, or local shipping point.* Each sales document, except a document covering an outright sale at the producer's farm, ranch, or local shipping point and described in paragraph (b) of this section, must be prepared by the purchaser or the applicant's marketing agency and must contain at least the following information:

(1) Name and address of seller.
(2) Date of sale. In case the producer's shipment to a marketing agency is sold in parts within the 1957 marketing year, the date when final settlement is made within that marketing year for the wool that was sold within that marketing year may be shown on the sales document as the date of sale instead of the various dates on which the sales actually took place.

(3) Net weight of wool sold. If the wool was sold as scoured or carbonized wool, the original grease weight must be shown as well as the scoured or carbonized weight.

(4) The gross sales proceeds or sufficient information from which the gross sales proceeds can be determined, except when the practice is otherwise as provided in subparagraph (5) of this paragraph.

(5) Marketing deductions, if any (see § 472.806 (b)), except as otherwise provided in this subparagraph. The marketing deductions may be itemized or they may be shown on the sales document as a composite figure for all marketing charges with an explanation of what services are included in that figure. If it is the practice of a marketing agency to show, on the sales document, only the net proceeds after marketing deductions, the gross sales proceeds and the amount of the marketing deductions need not be shown, provided the sales document contains a statement reading substantially as follows: "The net sales proceeds after marketing deductions shown herein were computed by deducting from the gross sales proceeds charges for the following marketing services: -----"

Details of these charges will be furnished

on request." All the services for which deductions are made shall be enumerated in the blank space indicated. If a sales document shows charges without specifying their nature, they will be considered marketing charges and will thus diminish the net proceeds on which the incentive payment is computed.

(6) Net proceeds after marketing deductions. If a sales document contains a figure for net proceeds after marketing deductions computed for a location other than the producer's farm, ranch, or local shipping point, the person preparing the sales document shall show thereon the name of the location for which the net proceeds have been computed.

(7) Other deductions, such as those for bags, storage, interest, association dues, and charges not directly related to marketing of the wool.

(8) Amount paid to the seller.

(9) Name and address of the purchaser or marketing agency issuing the sales document.

(10) Signature. The sales document must bear a handwritten signature by or on behalf of the person or firm issuing the sales document. Acceptable signatures will consist of at least one initial or name by which the person is generally known, followed by his last name in full. A carbon impression or facsimile of a handwritten signature is not acceptable.

(11) A sales document issued by a marketing agency and covering sales made on various dates within the 1957 marketing year shall contain a statement that the wool was marketed during the 1957 marketing year as required by the regulations issued pursuant to the National Wool Act of 1954.

(b) *Sales at farm, ranch, or local shipping point.* Each sales document, covering an outright sale at the producer's farm, ranch, or local shipping point and attached to an application for incentive payment, shall be prepared by the purchaser and must contain at least the following information: Name and address of seller, date of sale, net weight of wool sold, the net amount received by the producer for the wool at his farm, ranch, or local shipping point, any applicable nonmarketing deductions, such as association dues or interest on advances, the name and address of the purchaser, and the signature of the purchaser or his agent.

§ 472.809 Preparation of application.

(a) The application for payment on account of shorn wool, to be filed in the original only, shall be prepared on CCC Wool Form 55, "Application for Incentive Payment—Shorn Wool". The form consists of two parts. Part I is designed to give the ASC county office general information about the wool production of the applicant and contains his certification as to facts relating to the production and ownership of the wool marketed. Part II contains details about the marketing of the wool, which is the basis for the application and contains another certification which covers these details. If the applicant paid any marketing charges (§ 472.808 (a) (5)) not shown on the sales document, such as for scouring or carbonizing, grading, or freight from the applicant's local ship-

ping point, such charges shall be considered with the marketing charges shown on the sales document in arriving at the net proceeds.

(b) The applicant may, in his discretion, fill out both parts and sign both certifications. He may, however, fill out only Part I, sign the certification included therein, forward the application to his marketing agency, and request it to fill out Part II, to sign the certification included in this part, and to file the application with the required attachments on behalf of the applicant in the appropriate ASC county office in accordance with § 472.819 (a). If the applicant chooses this method of submitting his application, he will be responsible for the correctness of the information furnished by the marketing agency as well as for compliance by it with the requirements as to the time and manner of filing the application.

§ 472.810 *Report of purchases of unshorn lambs.* In making application for payment on the sale of shorn wool, the producer shall report as prescribed in this section, with reference to animals purchased by him as unshorn lambs on or after April 1, 1956, the date of each purchase as well as the number and liveweight of the animals purchased.

(a) *No purchases.* If the applicant knows that his application does not include any wool which was removed in the first shearing of the animals purchased by him on or after April 1, 1956, as unshorn lambs, he will report no purchases of unshorn lambs.

(b) *Report on actual basis.* If wool removed in the first shearing of such lambs is included in the application, and the applicant's operations are conducted in such a manner that he is able to identify the lambs from which such wool was shorn, he shall report the date of purchase as well as the number and liveweight of the animals that he purchased as unshorn lambs on or after April 1, 1956, from which such wool was subsequently shorn and included in the application. Among the lambs purchased he shall include those which died after purchase and from which the wool was removed and included in the application.

(c) *Report on "first in, first out" basis.*—(1) In the event the applicant does not know whether or not wool removed in the first shearing from such lambs is included in the application, or knows that some such wool is included, but is unable to report the exact date of purchase of such lambs, he shall report on a "first in, first out" basis, as hereinafter explained, the date of purchase as well as the number and liveweight of a quantity of unshorn lambs equal to the number of lambs from which wool was shorn and included in the application. The reporting of purchased animals shall be continued in subsequent applications for incentive payment on shorn wool and applications for payment on unshorn lambs until the applicant has accounted for all animals purchased by him on or after April 1, 1956, as unshorn lambs and not reported in an application for payment under the 1956 payment program for shorn wool or unshorn lambs, except that he need not report such animals if

he has not applied for a payment on their sale or on the sale of wool shorn therefrom. If the producer does not have sufficient marketings of wool and unshorn lambs during the 1957 marketing year to cover all of his purchases of unshorn lambs, including those that had not been reported in the 1956 payment program, and consequently does not report all of his purchases of unshorn lambs in applications based on sales during the 1957 marketing year, the balance shall be carried forward and reported in succeeding marketing years.

(2) For example, if the producer's first application for the 1957 marketing year covers the sale of wool shorn from 200 sheep or lambs, he shall report in that application the date of purchase, the number, and the liveweight of the first 200 animals he purchased on or after April 1, 1956, as unshorn lambs that were not reported on an application for payment filed under the 1956 payment program for shorn wool or unshorn lambs; if, for example, his second application covers the sale of 300 unshorn lambs, he shall report in that application the same information for the next 300 animals that he purchased on or after April 1, 1956, and that were not reported on an application for payment under the 1956 program; and as additional applications are filed either on shorn wool or unshorn lambs under the 1957 program, he shall report his purchases in chronological order until all purchases up to the date of his application are accounted for, in accordance with subparagraph (1) of this paragraph.

(3) If the producer makes application for a payment on the sale of either shorn wool or unshorn lambs after he has reported his total purchases of unshorn lambs on or after April 1, 1956, he will report no purchases of unshorn lambs in such an application.

UNSHORN LAMBS (PULLED WOOL)

§ 472.811 *Rate of payment.* The National Wool Act of 1954 provides in section 703 that the support price for pulled wool shall be established at such a level, in relationship to the support price for shorn wool, as the Secretary determines will maintain normal marketing practices for pulled wool. The support price for shorn wool has been determined to be 62 cents per pound, grease basis (§ 472.802). Payments on shorn wool will be made on a percentage basis, by applying, to the net sales proceeds received by the producer, a percentage which is based on the difference between the national average price received by producers during the 1957 marketing year and the incentive price of 62 cents (§ 472.805). Payments under the pulled wool program will be made in accordance with this subpart for wool on lambs that have never been shorn and are sold or moved to slaughter in the 1957 marketing year, and will be at a flat rate per hundredweight of live animals. The payments will be based on the average weight of wool per hundredweight of animals (5 pounds) multiplied by 80 percent of the difference between the national average price received by producers for shorn wool and the 1957 incentive price of 62 cents per pound of shorn wool.

The exact rate of payment will be determined after the end of the 1957 marketing year. For example, if the reported national average price received by producers for wool sold during the 1957 marketing year should be 50 cents, the rate of payment per hundredweight of live lambs would be 48 cents.

§ 472.812 *Eligibility for payments on lambs.* Before payments under this program can be approved pursuant to an application covering any lot or lots of lambs, the following requirements must be satisfied:

(a) *Fed or pastured in United States.* The lambs must have been fed or pastured in the continental United States, its territories, or possessions.

(b) *Thirty days' ownership.* If a producer is to qualify for a payment, he must have owned the lambs for 30 days or more, and if a slaughterer (as defined in § 472.832) is to qualify for a payment, he must have owned the lambs for 30 days or more prior to their moving to slaughter, with the following exception: Ownership interest in the lambs for the 30-day period is not required of an applicant for payment who has an agreement with the owner of the lambs pursuant to which the applicant, in return for furnishing labor in connection with caretaking or feeding of the lambs, is entitled either to a portion of the lamb production or to a share in the proceeds from the sale of the lambs; provided that the owner of the lambs who joins in the application meets the 30-day ownership requirement. Ownership of lambs, as used in this paragraph, does not include the ownership which in some states is held by a person having a security interest, such as a mortgage or other lien.

(c) *Never shorn.* The lambs must never have been shorn at the time of sale or, in the case of an application by a slaughterer, at the time of moving to slaughter.

(d) *Sold or moved to slaughter in 1957 marketing year.* The lambs must have been sold, that is, title to the lambs must have passed to the buyer within the 1957 marketing year or, in the case of lambs that are owned by a slaughterer for 30 or more days before moving to slaughter, the lambs must have moved to slaughter within the 1957 marketing year.

(e) *Report of purchased lambs.* The applicant must either report his purchases of unshorn lambs on or after April 1, 1956, in accordance with § 472.816, or certify that the lambs sold do not include any lambs purchased after that date.

§ 472.813 *Computation of payment.* In order to determine the amount of the payment due to an applicant, the rate of payment, computed pursuant to § 472.811, shall be applied to the liveweight (defined in § 472.832) of the lambs sold or moved to slaughter (§ 472.812 (d)), during the 1957 marketing year. Such liveweight, however, shall be reduced by the liveweight of any lambs reported in the application for payment, pursuant to § 472.816, as having been purchased by the applicant on or after April 1, 1956, as unshorn lambs. For ex-

ample, if the applicant sells, during the 1957 marketing year, 100 unshorn lambs weighing 8,000 pounds which he produced on his farm or ranch, he will be entitled to a payment on a liveweight of 8,000 pounds. On the other hand, if the applicant sells, during the 1957 marketing year, 100 unshorn lambs weighing 8,000 pounds, having purchased those lambs at a weight of 6,000 pounds on June 30, 1957, he will be entitled to a payment on a liveweight of 2,000 pounds (i. e., 8,000 pounds minus 6,000 pounds).

§ 472.814 *Application for payment and supporting documents—(a) General.* The application for a payment on account of unshorn lambs, to be filed in the original only, shall be made on CCC Wool Form 56, "Application for Payment—Unshorn Lambs (Pulled Wool)." The application shall be supported by an original sales document, as set forth in paragraph (a) of § 472.815 or, in case of application by a slaughterer, by the substitute document as set forth in paragraph (b) of that section, and such other evidence as may show compliance with the program.

(b) *Applicant retains original sales document.* If the applicant does not wish the original sales documents to remain with the ASC county office, he may submit photostats or similarly reproduced or carbon or typewritten copies of the original documents. However, he must show the original documents to the ASC county office where the statements on the copies will be confirmed by comparison with the originals. The original sales documents will be appropriately stamped or marked to indicate that they had been used in support of an application for payment under this program and will be returned to the applicant. He will be required to retain them in accordance with § 472.824.

(c) *Practice of issuing carbon or photostat copies.* If it is the practice of the person or firm that prepared the sales document to furnish a carbon or photostat copy to the seller in place of the original, the producer may submit that copy in support of his application, provided the copy bears a signature, in accordance with § 472.815 (a) (6), of the person or the representative of the firm that prepared the original sales document. Such copy shall be treated like an original for the purposes mentioned in this section.

(d) *Lost or destroyed sales documents.* If the original sales document has been lost or destroyed, the applicant may submit a copy, certified by the person who issued the original, and such certified copy shall be treated like an original for the purposes mentioned in this section.

§ 472.815 *Contents of sales documents—(a) Sale by producers.* Each sales document supporting the application must cover lambs sold by the applicant, except as provided in § 472.825; must be issued by the purchaser or the producer's marketing agency; and must show the following:

- (1) Name and address of seller.
- (2) Date of sale.

(3) Number of unshorn lambs sold. If the sales document does not clearly identify the animals as lambs that had never been shorn at the time of sale, the person issuing the sales document shall add a statement to that effect. If the sales document refers to the animals as "unshorn lambs," this will indicate that the lambs were never shorn, in accordance with the definition of § 472.832. Likewise, if the document is issued in connection with the sale of unshorn lambs but also covers the sale of other animals, the person preparing the sales document shall clearly indicate therein in some manner the number and the liveweight of unshorn lambs included in the sale.

(4) Liveweight of unshorn lambs sold. If the weight is not determined by scales, this weight may be an estimated weight agreed to by the buyer and the seller.

(5) Name and address of the purchaser or marketing agency issuing the sales document.

(6) Signature. The sales document must bear a handwritten signature by or on behalf of the person or firm issuing the sales document. Acceptable signatures will consist of at least one initial or name by which the person is generally known, followed by his last name in full. A carbon impression or facsimile of a handwritten signature is not acceptable.

(b) *Substitute for sales document in case of slaughterer.* If the application is made by a slaughterer who owned the animals for 30 days or more prior to his moving them to slaughter (§ 472.812 (d)), it shall be supported by a scale ticket instead of a sales document. The scale ticket shall indicate that it covers unshorn lambs which moved to slaughter and must show the information normally appearing on scale tickets issued by stockyards (that is, date, number of head and classification, weight, scale ticket number, if any, place of weighing, and name of weigher).

§ 472.816 *Report of purchases of unshorn lambs.* In making application for payment on the sale of lambs, the producer shall report, as prescribed in this section, with reference to animals purchased by him as unshorn lambs on or after April 1, 1956, the date of each purchase as well as the number and liveweight of the animals purchased.

(a) *No purchases.* If the applicant knows that his application does not include any animals which were purchased by him on or after April 1, 1956, he will report no purchases of unshorn lambs.

(b) *Report on actual basis.* If lambs purchased by the applicant on or after April 1, 1956, are included in the application, and the applicant's operations are conducted in such a manner that he is able to identify such lambs, he shall report the date of purchase, the number, and the liveweight of the lambs included in the application that he purchased on or after April 1, 1956.

(c) *Report on "first in, first out" basis.* (1) In the event the applicant does not know whether or not the application includes lambs that he purchased on or after April 1, 1956, or he knows that some such lambs are included but is unable to report the exact date of pur-

chase of such lambs, he shall report on a "first in, first out" basis, as hereinafter explained, the date of purchase as well as the number and liveweight of a quantity of animals purchased by him on or after April 1, 1956, as unshorn lambs, equal to the number of lambs included in the application. This reporting of purchased lambs shall be continued in subsequent applications for payment on unshorn lambs and applications for incentive payment on shorn wool until the applicant has accounted for all animals purchased by him on or after April 1, 1956, as unshorn lambs and not reported in an application for payment under the 1956 program for shorn wool or unshorn lambs, except that he need not report such animals if he has not applied for a payment on their sale or on the sale of wool shorn therefrom. If the producer does not have sufficient marketings of unshorn lambs and wool during the 1957 marketing year to cover all of his purchases of unshorn lambs, including those that had not been reported in the 1956 payment program, and consequently does not report all of his purchases of unshorn lambs in applications based on sales during the 1957 marketing year, the balance shall be carried forward and reported in succeeding marketing years.

(2) For example, if the producer's first application for the 1957 marketing year covers the sale of 300 lambs, he shall report in that application the date of purchase as well as the number and liveweight of the first 300 animals he purchased on or after April 1, 1956, as unshorn lambs that were not reported in an application for payment filed under the 1956 program for shorn wool or unshorn lambs; if, for example, his second application covers the sale of wool shorn from 200 animals, he shall report in that application the same information for the next 200 animals that he purchased on or after April 1, 1956, as unshorn lambs and that were not reported in an application for payment under the 1956 program; and as additional applications are filed under either the pulled wool or the shorn wool program, he shall report his purchases on or after April 1, 1956, in chronological order until all purchases up to the date of each application are accounted for, in accordance with subparagraph (1) of this paragraph.

(3) If the producer makes application for a payment on the sale of either shorn wool or unshorn lambs after he has accounted for his total purchases of unshorn lambs on and after April 1, 1956, he will report no purchases of unshorn lambs in such an application.

GENERAL PROVISIONS

§ 472.817 *Sales in good faith.* Payments provided for under this program shall be made on the basis of sales of shorn wool or unshorn lambs executed in good faith, and no payment shall be made on that part of any sale which has been cancelled or on the basis of sales at prices or weights increased in bad faith for the purpose of obtaining higher payments under this program. Examples of sales of wool in bad faith are those wherein the purchaser obtains a rebate

or any benefit in form of money, property, or otherwise. Application for payment on the basis of a sale in bad faith may also subject the parties involved to civil and criminal liability.

§ 472.818 *Joint applicants, successors, and representatives—(a) Joint applicants—(1) Joint owners.* When the applicants for a shorn wool payment are joint owners of the wool and were also joint owners of the sheep from which the wool was shorn, all of them must sign any application based on the sale of their wool. When the applicants for a payment on unshorn lambs are joint owners of the lambs, all of them must sign any application based on the sale of their lambs. If one such owner refuses to join in an application and wishes to release CCC from any obligation to make him a payment, he shall sign a form of release prescribed by CCC for that purpose. Such release shall be attached to, and shall be referred to in, the application signed by those joint owners who apply for a payment.

(2) *Producers who did not own the animals from which the wool was shorn or did not own the lambs for 30 days.* Each application for a payment on shorn wool prepared by producers some of whom did and some did not own the animals from which the wool was shorn, as described in the exception in § 472.803 (c), shall be a joint application, irrespective of whether the wool was divided among such producers prior to sale or whether it was sold without division. Similarly, each application for a payment on unshorn lambs prepared by producers some of whom did and some did not own the lambs for 30 days, as described in the exception in § 472.812 (b), shall be prepared as a joint application, irrespective of whether the lambs were divided among such producers prior to sale or whether they were sold without division. All producers who are entitled to a share of the wool under the shorn wool program or of the lambs under the pulled wool program or are entitled to a share of the sales proceeds of the wool or the lambs, as the case may be, shall sign each joint application, except that where a producer releases his right to a payment by signing a form prescribed by CCC for that purpose, he will not join in the application and will not be entitled to a payment. Each joint application filed by such producers shall be supported by a properly executed CCC Wool Form 55-1 and 56-1, "Attachment to CCC Wool Form 55 for Producers Who Did Not Own the Animals from Which the Wool Was Shorn and Attachment to CCC Wool Form 56 for Producers Who Did Not Own the Lambs for 30 Days."

(3) *Other provisions.* If a producer entitled to join in an application fails to do so, does not release his right to a payment, and—because the application does not indicate his interest—payment is made by CCC to those who apply, he shall have no claim against CCC for a payment. Neither will CCC be responsible for a division among the applicants of a payment made by CCC to all of them jointly.

(b) *Successors and representatives.*

(1) In case any person entitled to pay-

ment under this subpart dies, disappears, or is declared incompetent before applying for payment and therefore the application is made, in accordance with § 472.825 (a), by a person listed in 7 CFR Part 1108 in the order of precedence, such application, if it is for a shorn wool payment, shall be made on CCC Wool Form 55 and, if it is for an unshorn lamb payment, shall be made on CCC Wool Form 56. Each such application shall also include Standard Form 1055-Revised and, if necessary in accordance with paragraph (a) (2) of this section, CCC Wool Form 55-1 and 56-1. The application shall be filed with the ASC county office serving the county which includes the headquarters of the farm, ranch, or feed lot owned or operated by the person that died, disappeared or was declared incompetent.

(2) When CCC Wool Form 55 is part of an application described in subparagraph (1) and refers to delivery of wool by, or sale of wool for the account of, the applicants; or states that they ranged, pastured, or fed sheep and lambs; or that they purchased, owned, or had beneficial interest in, wool; or that they agreed as to the weight of animals in certain cases; or the marketing agency states in the application that it has not furnished sales documents to any person other than the applicants and that as agent for the applicants it complied with the program; or when it is stated in CCC Wool Form 55-1 and 56-1 that the applicants purchased unshorn lambs, in all those statements the words "the applicants" or "the undersigned" shall be deemed to refer to the applicants; or, to the best of the knowledge, information and belief of the applicant or marketing agency making the statement, to the person that died, disappeared or was declared incompetent; or to both. The reference in section A of CCC Wool Form 55 to the headquarters of applicant's farm, ranch, or feed lot shall be deemed to refer to the headquarters of the farm, ranch, or feed lot owned or operated by the person that died, disappeared, or was declared incompetent. The statements in section D (b), (c), (d), and (e) of CCC Wool Form 55 about shearing the wool and ownership of the wool and lambs and in section F (2) about marketing in a particular marketing year shall be deemed to be made to the best of the knowledge, information, and belief of the applicants.

(3) When CCC Wool Form 56 or CCC Wool Form 55-1 and 56-1 is part of an application described in subparagraph (1) and states that the applicants ranged, pastured, or fed sheep and lambs; purchased unshorn lambs; or owned such lambs for not less than 30 days, the words "the applicants" or "the undersigned" shall be deemed to refer to the applicants; or, to the best of their knowledge, information, and belief, to the person that died, disappeared, or was declared incompetent; or to both. The reference in section A of CCC Wool Form 56 to the headquarters of applicant's farm, ranch, or feed lot shall be deemed to refer to the headquarters of the farm, ranch, or feed lot owned or operated by the person that died, disappeared, or was declared incompetent. The statements in section D (c) and (e) of CCC

Wool Form 56 about shearing the animals and purchases of unshorn lambs shall be deemed to be made to the best of the knowledge, information, and belief of the applicants.

(4) In case any person entitled to payment under this subpart dies, disappears, or is declared incompetent after applying for payment, application may be made in accordance with § 472.825 (a) (1).

§ 472.819 *Filing application for payment—(a) Place of filing.* The application for payment on either shorn wool or unshorn lambs shall be filed by the producer entitled thereto with the ASC county office serving the county where the headquarters of the applicant's farm, ranch, or feed lot—as the case may be—is located. If the producer has more than one farm, ranch, or feed lot, with headquarters in more than one county, separate applications for payment shall be filed with the ASC county office serving each such headquarters, except that (1) if the producer sells his entire clip of wool in a single sale or if his entire clip is sold for his account by one marketing agency, he may file his application(s) for payment on shorn wool in any one of these ASC county offices, or (2) if the producer includes in one sale unshorn lambs that were ranged, pastured, or fed in more than one county, he may file his application(s) for payment on such animals in any one of those ASC county offices. In the event the producer conducts all his business transactions from his residence or office, and his farm or ranch has no other headquarters, his residence or office may be considered the farm or ranch headquarters. Applications by producers located in Alaska shall be filed with the Alaska ASC State Office, University of Alaska, Box B, College, Alaska, and applications by producers located in Hawaii shall be filed with the Hawaiian Area ASC Office, 303 Dillingham Building, Honolulu 13, Territory of Hawaii.

(b) *Time of filing.* An application for payment should be filed as soon as possible after the producer's sales of shorn wool or unshorn lambs for the 1957 marketing year have been completed or, in accordance with § 472.812 (d), as soon as possible after the last of his lambs moved in the 1957 marketing year to slaughter, and all applications must be filed not later than 30 days after the end of the marketing year, that is, not later than April 30, 1958. If delayed filing of an application is due to causes beyond the control of the applicant, the ASC county office may waive this 30-day limitation on applications filed before October 1, 1958, or such later date as may be approved by the Executive Vice President of CSC.

§ 472.820 *Signature of applicant.* No payment will be made unless an application for payment on shorn wool or unshorn lambs is signed. The ASC county office will determine with respect to each person who signs an application for payment in a representative or fiduciary capacity as agent, attorney-in-fact, officer, executor, etc., whether he was properly authorized to sign in such capacity.

§ 472.821 *Payment.* After the ASC county office has reviewed the application with the documents attached thereto and approved it for payment in whole or in part, and after the appropriate rate of payment has been announced by the Department of Agriculture, payment will be made. If one or more of the producers jointly entitled to a payment, release the right thereto, payment will be made jointly to the other producers who apply, and the payment will be for the amounts due them. Payment of less than \$3.00 to an applicant, or to joint applicants, will not be made in connection with sales either of shorn wool or unshorn lambs. Likewise, payment of less than \$3.00 will not be made to an assignee in connection with any assignment. If the ASC county office determines that for any reason an application for payment on shorn wool or unshorn lambs should be rejected in whole or in part, including the reason that it was not filed within the time provided for in accordance with § 472.819 (b), the ASC county office shall mail a notice to the applicant, and to each applicant who signed a joint application, that his application has been rejected for a specified reason and shall retain a copy of such notice.

§ 472.822 *Deductions for promotion.* If the Department of Agriculture has approved deductions for an advertising and sales promotion program in accordance with section 708 of the National Wool Act of 1954, the rate of such deductions will be announced and deductions will be made from the payment.

§ 472.823 *Appeals—(a) To ASC county committee.* Within 15 days from the date of mailing of the notice that an application for payment on either shorn wool or unshorn lambs has been rejected in whole or in part (see § 472.821), the applicant may appeal in writing to the ASC county committee, stating the serial number of the application, the number of pounds of wool marketed and the net proceeds, or the number and liveweight of unshorn lambs, involved in the application, and such pertinent facts as he may deem proper, and indicating in what respect the action of the ASC county office is considered erroneous. If the appeal is from the failure of the ASC county office to waive the final date for filing provided for in § 472.819 (b), the applicant shall also state the reason for his delay in filing the application. The ASC county committee shall notify the applicant, and each applicant who signed a joint application, in writing of its decision within 15 days after receipt of the appeal, and a copy of the notice shall be retained in the ASC county office.

(b) *To the ASC state committee.* If the ASC county committee sustains the decision of the ASC county office, the applicant may appeal in writing to the ASC state committee within 15 days after the date of mailing of the notice by the ASC county committee. The ASC state committee shall notify the applicant, and each applicant who signed a joint application, in writing of its decision within 30 days after receipt of the appeal, and a copy of the notice shall be retained in the ASC state office.

(c) *To Washington office.* If the ASC state committee sustains the decision of the ASC county committee, the applicant may appeal in writing to the Director, Livestock and Dairy Division, Commodity Stabilization Service, United States Department of Agriculture, Washington 25, D. C., within 15 days after the date of mailing of the notice by the ASC state committee. On this appeal, a determination by the Director as to a question of fact shall be deemed final and conclusive unless it is found by a court of competent jurisdiction to have been fraudulent, arbitrary, capricious, or so grossly erroneous as necessarily to imply bad faith, or is not supported by substantial evidence.

(d) *Joint applications.* If a joint application is rejected, an appeal may be taken by all applicants jointly or by one or more of them acting in behalf of all. An appeal by one or more joint applicants shall be considered an appeal in behalf of all.

§ 472.824 *Records and inspection thereof.* The applicant for a payment under this subpart as well as his marketing agency and any other person who furnishes evidence to such an applicant for the purpose of enabling him to receive a payment under this program, shall maintain, until April 1, 1961, books, records, and accounts showing the purchases of lambs by the applicant on or after April 1, 1956, and the marketing of wool or lambs, as the case may be, on which an application for payment may be based. CCC shall at all times during regular business hours have access to the premises of the applicant for a payment, of his marketing agency, and of the person who furnishes evidence to an applicant for the purpose of enabling him to receive a payment under this program, in order to inspect, examine, and make copies of their books, records, accounts, and other written data.

§ 472.825 *Death, incompetency, or other disability—(a) Death, disappearance, or incompetency.* (1) Except as provided in paragraph (b) of this section, in case any person who is entitled to a payment under this subpart dies, disappears, or is declared incompetent, before receiving such payment, whether before or after making application therefor, payment may be made upon proper application, without regard to claims of creditors other than the United States, in accordance with the regulations contained in 7 CFR Part 1108, Payments of Amounts Due Persons Who Have Died, Disappeared, or Have Been Declared Incompetent, except as follows: References in 7 CFR 1108.1 to section 8 of the Soil Conservation and Domestic Allotment Act, as amended, and to statutes authorizing parity payments, shall be deemed to refer to the National Wool Act of 1954. The reference in the last sentence of 7 CFR 1108.2 to the Agricultural Conservation Program Service shall be deemed to refer to the Commodity Stabilization Service. The reference in 7 CFR 1108.7 to Standard Form 1055 shall be deemed to be a reference to Standard Form 1055-Revised, Claim Against the United States for Amounts Due in the Case of a Deceased Creditor.

(2) If the person entitled to payment died, disappeared, or was declared incompetent before making application therefor, the application by his successor or representative shall be in accordance with § 472.818 (b).

(b) *Incompetent Indians.* Applications for payment on shorn wool or unshorn lambs may be filed on behalf of Indians who are incompetent by the Superintendent of the Indian Field Service of the reservation on which the Indian resides or by the authorized representative of such Superintendent. In such cases, the application for payment will be filed in the ASC county office where the headquarters of the Indian's farm or ranch is located.

(c) *Other disability.* In cases of bankruptcy, dissolution, or other disability, payments will be made to a representative only in accordance with specific instructions issued by CCC.

§ 472.826 *Set-off*—(a) If the county debt register shows that the applicant for payment is indebted to CCC, to any other agency within the United States Department of Agriculture, or to any other agency of the United States, such indebtedness will be set off against the payment due to the applicant. Such set-off shall not deprive the applicant of the right to contest the justness of the indebtedness involved, either by administrative appeal or by legal action.

(b) If the payment due to the applicant has been assigned by him, the ASC county office will accept the assignment subject to setting off such debts as exist at the time of acceptance by the ASC county office with interest to the date of set-off.

§ 472.827 *Assignments* — (a) *Form.* The producer may assign payments which may be determined to be due him under this program in connection with sales of shorn wool or unshorn lambs during the 1957 marketing year by filing with the ASC county office the original and two copies of CCC Wool Form 57, "Assignment of Payment Under National Wool Act of 1954," duly executed by both parties. Such assignment shall be null and void unless it is freely made and (1) is executed by the producer in the presence of at least two attesting witnesses, neither of whom shall be an employee or agent of, or by consanguinity or marriage related to, the assignee; or (2) is acknowledged by the producer before a notary public, a member of the ASC county committee, the ASC county office manager, or a designated employee of such committee. In the case of a joint application for payment, an assignment shall be executed by all those who signed the application.

(b) *Provisions.* An assignment of a shorn wool payment may only be given as security for cash advanced or to be advanced on sheep, lambs, or wool by a financing agency (as defined in § 472.832) or a marketing agency. An assignment of a payment on unshorn lambs may only be given as security for cash advanced or to be advanced by a financing agency on sheep, lambs, or

wool. An assignment made to a financing agency shall cover all payments earned by the producer under the 1957 program on the sale of shorn wool or unshorn lambs, as the case may be. An assignment made to a marketing agency shall cover all incentive payments earned by the producer in connection with all wool marketed by the agency for the producer's account during the 1957 marketing year, but shall not cover payments earned by the producer in connection with his marketing his wool directly or through other marketing agencies during the 1957 marketing year. The assignee shall not reassign to another person any payment which has been assigned to him pursuant to this section. CCC will make payment pursuant to an accepted assignment unless the ASC county office is furnished evidence of a mutual cancellation of the assignment by both parties thereto or unless the assignee releases the assignment, that is, asks the ASC county office in writing that payment be made to the assignor and not to the assignee.

§ 472.828 *Forms.* CCC Wool Form 55, "Application for Incentive Payment—Shorn Wool"; CCC Wool Form 56, "Application for Payment—Unshorn Lambs (Pulled Wool)"; CCC Wool Form 55-1 and 56-1, "Attachment to CCC Wool Form 55 for Producers Who Did Not Own the Animals from Which the Wool Was Shorn and Attachment to CCC Wool Form 56 for Producers Who Did Not Own the Lambs for 30 Days"; CCC Wool Form 57, "Assignment of Payment Under National Wool Act of 1954," and other forms issued by the United States Department of Agriculture for use in connection with this program may be obtained from ASC county offices. These forms may be reproduced, provided the reproduced forms retain the same language, format, and size as the official forms, except that the printer's identification on the official forms must not be reproduced.

§ 472.829 *Instructions and interpretations.* CCC shall have the right to clarify any provision of this subpart by the issuance of instructions or interpretations.

§ 472.830 *Violation of program.* Whoever issues a false sales document or otherwise acts in violation of the provisions of this program, shall become liable to CCC for any payment which CCC may have made in reliance on such sales document or as a result of such other action in violation of the program, apart from any other civil or criminal liability he may incur by such action.

§ 472.831 *Waiver by Executive Vice President or other official.* The Executive Vice President of CCC or his designee and the Deputy Administrator, Production Adjustment, of CSS are authorized to approve waivers covering the submission of evidence by sales documents or by other procedural methods, with the same force and effect as if they were approved by the President of CCC.

§ 472.832 *Definitions.* As used in this subpart, the terms enumerated in this section have the following meaning.

(a) "Financing agency" means any bank, trust company, or Federal lending agency. It also includes any other financing institution which customarily makes loans or advances to finance production of sheep, lambs, or wool.

(b) "Joint ownership" of wool or lambs also includes ownership in common.

(c) "Lamb," for the purposes of this program, means a young ovine animal which has not cut the second pair of permanent teeth. The term includes animals referred to in the livestock trade as lambs, yearlings, or yearling lambs.

(d) "Liveweight," for the purpose of this program, is the weight of live lambs which a producer purchases or sells. In the event the price for the lambs is based on weight, the weight actually used in determining the total amount payable shall be considered the liveweight.

(e) "Local shipping point" means the point at which the producer delivers his wool to a common carrier for further transportation or, if his wool is not delivered to a common carrier, the point at which he delivers it to his marketing agency or a purchaser.

(f) "Marketing agency" with reference to shorn wool means a person or firm that sells a producer's wool for his account, and with reference to lambs, it means a commission firm, auction market, pool manager, or any other person or firm that sells a producer's lambs for his account.

(g) The "1957 marketing year" means the period beginning April 1, 1957, and ending March 31, 1958, both dates inclusive.

(h) "Person" means an individual, partnership, association, business trust, corporation, or any organized unincorporated group of individuals, and includes a state and any subdivision thereof.

(i) "Producer" of shorn wool under this program means a person who is either a producer, feeder, or pasturer of sheep or lambs and who shears his animals. "Producer" of lambs under this program means a person who is a breeder, feeder, or pasturer of lambs. The term "producer" also includes a person participating in the production of shorn wool pursuant to an agreement with a person who owned the sheep or lambs as described in the exception in § 472.803 (c) and a person participating in the production of lambs pursuant to an agreement with an owner of the lambs, as described in the exception in § 472.812 (b).

(j) "Sales document" means the account of sale, bill of sale, invoice, and any other document evidencing the sale by the producer of shorn wool or unshorn lambs.

(k) "Slaughterer" means a commercial slaughterer, that is, a person who slaughters for sale as distinguished from a person who slaughters for home consumption.

(1) "Unshorn lambs" means lambs which have never been shorn.

NOTE: The reporting and record-keeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 25th day of January 1957.

[SEAL] CLARENCE L. MILLER,
Acting Executive Vice President,
CCC, and Administrator, CSS.

[F. R. Doc. 57-705; Filed, Jan. 29, 1957;
8:52 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

Subchapter D—Exportation and Importation of Animals and Animal Products

PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAGUE), AND NEWCASTLE DISEASE (AVIAN PNEUMOENCEPHALITIS): PROHIBITED AND RESTRICTED IMPORTATIONS

DESIGNATION OF COUNTRIES WHERE RINDERPEST OR FOOT-AND-MOUTH DISEASE EXISTS; IMPORTATIONS PROHIBITED: ISLAND OF CURACAO

Pursuant to the provisions of section 306 of the Tariff Act of 1930 (19 U. S. C. 1306) and section 2 of the Act of February 2, 1903, as amended (21 U. S. C. 111), it has been determined, and the Secretary of the Treasury has been notified, that foot-and-mouth disease now exists on the Island of Curacao, and the regulations relating to prohibitions and restrictions upon importations of certain animals and products because of rinderpest, foot-and-mouth disease, fowl pest (fowl plague), and Newcastle disease (avian pneumoencephalitis) (9 CFR, Supp., 94.1), are hereby amended by adding a new subparagraph (1) to paragraph (a) of § 94.1 to read as follows:

§ 94.1 *Designation of countries where rinderpest or foot-and-mouth disease exists; importations prohibited.* (a) * * *

(1) Island of Curacao.

The primary effect of the amendment is to prohibit the importation of cattle, sheep, other domestic ruminants, and swine, and of fresh, chilled, or frozen beef, veal, mutton, lamb, or pork from the Island of Curacao, and to prohibit or restrict the importation of certain meat and meat products of wild ruminants and swine, and certain other meat and products, from that island, as specified in Part 94, Title 9, Code of Federal Regulations.

The protection of the livestock of the United States demands that this amendment be made effective as soon as possible. Accordingly, pursuant to section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure concerning this amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less

than 30 days after publication in the FEDERAL REGISTER. Such notice and hearing are not required by any other statute.

This amendment shall become effective upon issuance.

(Sec. 2, 32 Stat. 792, as amended, sec. 306, 46 Stat. 689; 19 U. S. C. 1306, 21 U. S. C. 111).

Done at Washington, D. C., this 24th day of January 1957.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 57-704; Filed, Jan. 29, 1957;
8:52 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Suppl. 7]

PART 18—MAINTENANCE, REPAIR, AND ALTERATION OF AIRFRAMES, POWER-PLANTS, PROPELLERS, AND APPLIANCES

MISCELLANEOUS AMENDMENTS

The purpose of these amendments is (1) to clarify § 18.30-2 (a) (6) (ii) (b) with respect to proper curing times and temperature for ureaformaldehyde glues; (2) to set forth in §§ 18.11-2 and 18.30-3 (g) recommendations on glass cloth coverings (a new material) for the guidance of operators wishing to reinforce or replace the conventional fabric covering on their light aircraft; (3) to correct a typographical error in § 18.30-15 (b) (2) (xvii); (4) to set forth in § 18.30-15 (b) (3) (iv) a new policy on safe practices for straightening aluminum propellers; (5) to add acceptable inspection methods for finding cracks in aluminum propellers to § 18.30-15 (c) (4) and by transferring information concerning the type of flaws which prohibit repair of propellers from § 18.30-15 (c) (4) (ii) to § 18.30-15 (c) (4), to emphasize the importance of this information with respect to all types of inspections; and (6) to set forth in § 18.30-22 recommended standards for approval of radio maintenance, alterations, and repairs made in all certificated aircraft.

1. Section 18.11-2 (e) is revised as follows:

(e) Replacing of fabric covering with metal or impregnated glass cloth (see § 18.30-3 (f) and (g)).

2. Section 18.30-2 (a) (6) (ii) (b) (2) is revised as follows:

(2) The glues listed in this table are the room temperature setting type. The suitable curing temperatures for both urea-formaldehyde and resorcinol glues are from 70° F. up. At the 70° F. minimum temperature it may take as long as one week for the glue line in a spar splice to cure to full strength. Thinner pieces of wood and/or higher curing temperatures shorten curing time considerably. The strength of a joint cannot be depended upon if assembled and cured at temperatures below 70° F.

3. A new § 18.30-3 (g) is added as follows:

§ 18.30-3 *Fabric covering (CCA policies which apply to § 18.30).*

(g) *Reinforcement¹ or replacement of conventional fabric covering with glass cloth.* Before attempting a glass cloth covering installation it is advisable to consult with your local CAA inspector. The recommendations listed in this section should be used to supplement guidance information provided by CAA field personnel.

(1) *Classifications.* Glass cloth applications generally fall into the following three classes:

(i) Class A is a reinforcement of a serviceable fabric covering either complete or partial wherein no direct structural attachment of the glass cloth is provided. This composite covering is considered airworthy until the underlying conventional fabric deteriorates below the strength values listed in Table 3-1.²

Class A—The underlying cloth should be tested annually in the conventional manner (undoped strip or accepted tester) after peeling back glass cloth in the areas to be tested.

Class B—Applications should be tested annually (see par. (e) of this section), by pulling an undoped strip cut from the cover when the base fabric has deteriorated below the minimum strength values in Table 3-1.

(ii) Class B is a reinforcement of a fabric covering wherein the glass cloth is provided with the same direct structural attachment as was used with the original covering. This composite covering is considered airworthy until the underlying conventional fabric has deteriorated to a strength less than 50% of the minimum tensile strength values for new fabric listed in Table 3-1.²

(iii) Class C—replacement coverings applied either independently or over a conventional covering wherein the glass covering should possess all the necessary characteristics for airworthiness and is in no way dependent upon the underlying covering if one is present. Covering of this class is considered a major alteration and requires engineering evaluation (discussion with a representative of the Administrator as explained in § 18.11-2).

(2) *Detailed recommendations applicable to Class A and B.* (i) The tensile strength of the glass cloth should be at least equivalent to the tensile strength of the fabric originally installed on the aircraft, and the chemical finish of the glass cloth should be compatible with the dope or resin to be used.

(ii) Either the blanket or envelope method of reinforcement should be used on treated cloths which can be sewn. Untreated cloths that cannot be sewn may be applied in overlapping sections. The practice recommended for doped seams should be used. Where the glass

¹After reinforcing, the airplane should be operated within the approved maximum weight and c. g. limits listed in the aircraft specification and the weight change determined by weighing the aircraft.

²*Testing of Fabric Covering.*—The following procedure should be used for continued acceptance of classes A and B glass cloth coverings.

cloth is applied only to the upper surface of wings (hail protection) it should wrap around the trailing edge at least one inch and extend from the trailing edge up to and around the leading edge and back approximately to the front spar.

NOTE.—Blistering or poor adhesion has occurred when using bonding agents which were not chemically compatible with the present finish on the aircraft, or which had already deteriorated because of age. Before starting the work, the person making the installation should ascertain that the bonding agents used will be satisfactory. Favorable experience to date has been gained mostly with epoxy resins; however, other types may prove suitable: A simple means of determining this is to apply a small piece of the reinforcement cloth to the original cover using the proposed finishing process. The test sample should be visually checked the next day for blistering or poor adhesion.

(iii) When butyrate dope is used to bond the glass cloth, the finishing may be accomplished in the following manner:

(a) Thoroughly clean surface and allow to dry. If the surface has been waxed or previously covered with other protective coatings, thoroughly remove to the extent that at least the top finish coat is removed. After placing the glass cloth on the surface, brush out smoothly and thoroughly with butyrate dope thinner and 10 percent retarder by volume.

(b) Apply a heavy coat of butyrate dope between all glass cloth overlaps. When dry, brush in butyrate rejuvenator and allow to set until the surface has again drawn tight.

(c) Install reinforcing tape and structural attachments (Class B) and dope on finishing tape (cotton is recommended); then brush in one coat of 50 percent thinner and 50 percent butyrate dope.

(d) Follow by conventional finishing schedules which call for application of one or more coats of full-bodied clear butyrate dope, two spray coats of aluminum pigmented butyrate dope, light surface sanding, and two spray coats of pigmented butyrate dope.

(iv) When resin is used to bond the glass cloth, after surface cleaning, the finishing may be accomplished in the following manner:

(a) Rejuvenate the doped surface. After placing the glass cloth on the surface, brush in a coat of resin thoroughly. Saturate overlap areas thoroughly. Allow to cure.

(b) Brush in a second coat of resin smoothly and evenly and allow to cure. The finished surface should not be considered completed until all the holes between the weave of the cloth are filled flush with resin.

(c) After water sanding, paint the surface with one coat of primer surfacer and finish as desired.

(v) Install drainage grommets and inspection holes as originally provided.

(vi) After reinforcing moveable control surfaces, their static and dynamic balance should be checked to ascertain no change has been made therein. The flutter precautions stated in § 18.30-4 (a) (4) should be rigidly adhered to.

(3) *Detail recommendations for replacement glass cloth coverings (Class C).* In view of the lack of available information on such alterations, these should not be undertaken unless definite evidence of reasonable service life is furnished. This may entail operation on an experimental basis until it is clearly substantiated that there are no obvious unworthy features or deficiencies associated with such installations as compared with the conventional covering originally provided. Before making this alteration the applicant should consider such factors as service results; tautening to assure proper airfoil shape and no adverse fabric buffeting; adequate tear strength; attachment reliability; adequate filler penetration and adhesion; and the weight added in the modification and its effects on useful load and flight characteristics.

4. Section 18.30-15 (b) (2) (xvii) is amended by changing the diameter for a No. 60 drill from “.030” to “.040.”

5. Section 18.30-15 (b) (3) (iv) is amended by deleting the last sentence and in its place inserting the following new sentences: “Blades with bends exceeding these values should be straightened only upon recommendation of the manufacturer, and only at facilities having proper heat treating equipment. In all cases, the blades should be inspected as discussed in §§ 18.30-15 (c) (4) (i) and (ii) for cracks and other injuries both before and after straightening.”

6. Section 18.30-15 (c) (4) is amended by deleting the first sentence and in its place inserting the following new sentences: “Aluminum propellers and blades should be carefully inspected for cracks and other injuries. A transverse (chordwise) crack or flaw of any size is cause for rejection. An excessive number of longitudinal flaws is cause for rejection. Any unusual condition or appearance revealed by these inspections should be referred to the manufacturer. Acceptable inspection methods are the acid etching process, the anodizing process, the fluorescent penetrant process (see § 18.30-8 (d) (5)), or the dye penetrant process (see § 18.30-8 (d) (6)) where applicable, supplementing one process with another where necessary.”

7. Section 18.30-15 (c) (4) (ii) is amended by deleting the last three sentences.

8. A new § 18.30-22 is added as follows:

§ 18.30-22 *Radio systems (CAA policies which apply to § 18.30).* Aircraft radio systems should be maintained, repaired, altered, and installed in accordance with the equipment manufacturer's maintenance instructions or manuals and the following standards.

(a) *Wiring.* Radio systems should be wired to minimize the possibility of fire or smoke hazards or unsatisfactory operation of the radio equipment.

(1) The radio systems should be connected to the airplane electrical system at a terminal strip or by a plug and receptacle connection. Protective devices (fuses or circuit breakers) should be installed in the load circuit. These should, in general, be selected on the basis of the highest rating that will adequately protect the cable. All loads should be con-

nected in such a manner that the master switch of the aircraft will interrupt the circuit when the master switch is opened.

(i) If a terminal strip is used, it should be designed or mounted so that loose metallic objects cannot fall across the terminal posts. Posts should be No. 6 or larger to permit proper tightening of the nuts, thus providing maximum current carrying capacity without a danger of shearing the studs.

(ii) If a plug and receptacle type of connection is used, the soldered connections of the wire to the plug and receptacle inserts should be individually insulated from each other and from other metallic parts of the plug and receptacle.

(2) Junction boxes should be used for enclosure of terminal strips. The boxes should be made from a fire-resistant, nonabsorbent material, such as aluminum alloy, or an acceptable plastic material. They should be of sufficiently rigid construction to prevent “oil-canning” of the box sides, thus avoiding the possibility of the sides causing internal shorts. They should be designed and installed to permit easy access to the enclosed terminals and to allow any loose metallic parts to fall away from the terminals. Sufficient space should be provided in the junction box so that it will not be necessary to bend the wires sharply as they leave the terminal strip. The terminal strip should be mounted within the box rather than on the inside of the box cover.

(3) Interconnecting wires and cables between various pieces of radio equipment should be supported by insulated clamps so that they do not rub against the airplane or each other under vibration conditions encountered in flight.

(b) *Location of radio equipment.* The equipment, controls, and indicators should be located where they can be satisfactorily operated and read respectively from the appropriate crew member station. The equipment should be so located that there is sufficient air circulation to avoid overheating of the equipment. Also, clearance should be provided between high temperature areas of the equipment and readily flammable parts of the airplane.

(c) *Mounting of radio equipment.* The equipment should be attached to the airplane by means of locking devices to prevent loosening in service from vibration. Examples are self-locking nuts, serrated washers, cotter pins, self-locking hold down clamps, or snap-slides and hold down assembly nuts which are safety wired. Mechanical remote control devices should have the control cable so routed and so supported as to prevent kinking, binding or abrasion. Items mounted on shock mounts should have sufficient clearance for normal vibration and swaying of the equipment without hitting adjacent equipment or parts of the airplane. Electrical and mechanical cables to shock mounted equipment should be routed and supported so that they will not be unduly stressed by motion of the equipment. In order that the occupants will not be endangered by moving equipment during minor crash landings, the equipment mounting and rack should be capable of withstanding

ultimate accelerations for which the airplane was designed.

(d) *Bonding.* Radio equipment should be bonded to the airplane in order to provide a low resistance ground circuit and to minimize radio interference from static electrical charges. Nonconducting finishes, such as paint and anodizing films should be carefully removed from the attachment surface under the bonding terminal. Bonding jumpers should be as short as practicable and be installed in such manner that the resistance of each connection does not exceed 0.003 ohm. Where a jumper is for radio-noise prevention only and not for current carrying purposes, a resistance of 0.01 ohm is satisfactory. Aluminum alloy or tinned or cadmium plated copper jumpers³ should be used for bonding aluminum alloy parts and copper, brass or bronze jumpers should be used to bond steel parts.

(e) *Available power supply.* To preclude overloading the electric power system of the airplane when additional equipment is added, an electrical load analysis should be made to determine whether the available power is adequate. Radio equipment should operate satisfactorily throughout the voltage range of the aircraft electrical system under taxi, takeoff, slow cruise, normal cruise, and landing operating conditions. If night and instrument flight is contemplated, the electrical load analysis should be computed for the above flight regimes under the most adverse temperature conditions with night and instrument flight.

(f) *Elimination of engine ignition noise.* (1) The most effective method of minimizing engine ignition interference is to shield the ignition system. This involves enclosing in metal all parts of the circuits which might radiate noise. Ignition wires having a metallic-braid covering and special end connectors should be used between the magneto and spark plugs. The primary leads to the magneto and the magneto switch itself should be shielded. Shielded type spark plugs and a shielded metal cover for the magneto, if it is not of a shielded type, should be provided. All connections in the shielding system should be tight metal to metal contact.

(2) If it is not feasible to shield the engine ignition system, the engine ignition noise may be suppressed by replacing the spark plugs with resistor spark plugs of a type approved for the engine.

(3) If it is found that despite shielding of the ignition wiring and plugs an intolerable noise level is present in the radio system, it may be necessary to provide a filter between the magneto and magneto switch to attenuate the noise.

³ When aluminum or its alloys are in contact with most metals (exceptions are magnesium and zinc), current will flow from the aluminum to the other metals. The result will be that the aluminum will corrode. In order to minimize such corrosion, metals other than magnesium and zinc when in contact with aluminum should be cadmium plated. Where contact between dissimilar metals cannot be avoided, care should be taken to minimize corrosion by putting a protective coating on the finished connection.

This may consist of a single bypass capacitor or a combination of capacitors and choke coils. When this is done, the shielding between the filter and magneto switch can usually be eliminated and the special shielded magneto switch need not be used.

Supporting brackets and wiring details for magneto filters should be in conformance with standard aircraft electrical practice. The reliability of the magneto filter installation should be at least equivalent to that of the remainder of the magneto ground lead installation.

(g) *Antennas, general.* It is satisfactory to use one antenna for transmission and reception of communications provided such antenna is a satisfactory compromise for the frequencies to be used. In a single antenna installation of this type, the antenna should be connected to the receiver and be switched automatically to the transmitter when the microphone "push-to-talk" switch is actuated.

(1) Fixed and trailing wire antenna installations should be tailored to fit the particular type of aircraft. Other types of antennas are much more compact and may be installed as complete units on various types of aircraft.

(2) Masts used to support a fixed-wire antenna should be as long as practicable to separate the antenna from the fuselage and/or wings in order to provide an effective antenna. Masts should be firmly attached to the airplane structure. If an antenna is attached at the trailing edge of wings and leading edge of horizontal stabilizers, the attachment should be made to lugs firmly fixed to the structure. The lugs should be welded, riveted, clamped, or bolted, whichever method is most suitable to the structure.

(h) *Range receiver antennas (200 to 400 kc).* A "T", "L", or "V" type antenna should be used and mounted on the top or bottom of the airplane (see Figure 1) with an approximate clearance of one foot from the fuselage and wings. The main leg of the "T" or "L" and each leg of the "V" antenna should be a minimum of 6 feet long.⁴ A whip antenna

⁴ Since all radio communication and navigation equipment necessitates the use of antennas for transmission or reception of radio frequency energy, care should be exercised in the design and installation of antennas and their coupling to the radio equipment. Consideration should be given to the fact that a transmitting antenna is a tuned circuit and that its ability to radiate radio frequency energy into space is governed primarily by the relationship between its length and the frequency of the power to be radiated. In general, the higher the frequency to be transmitted, the shorter the antenna necessary. Receiver antenna design and installation is controlled primarily by the degree of directivity necessary for the particular communication or navigation equipment.

⁵ Excessively long antennas are unsatisfactory because they are more directive in reception than relatively short ones. A trailing wire type of antenna will not prove suitable when used with a range receiver because it is highly directive; may cause a loss of distinct "cone of silence"; and changes in the airplane direction which may occur often in range flying cause the antenna to "whip," resulting in breakage and loss of reception. The whipping action may also cause the course signals to shift continuously.

may also be used for range reception. However, since the signal output fed from such an antenna generally is less than that obtained from the other types of antennas mentioned above, a careful check should be made of the completed installation to insure that satisfactory operation will be obtained.

(i) *Direction finding antennas (100 to 1750 kc).* Manual or automatic loop type antennas are used with direction finder receivers. The loops are designed for use with a particular receiver. Connecting wires between the loops and receivers are also designed for the specific equipment. Accordingly, only components meeting the specification characteristics of the receiver manufacturer should be used.

(1) Loops enclosed in streamlined housings or exposed loops are satisfactory for external mounting on an airplane. Loops may also be installed internally in the airplane when proper attention is given to avoiding interference from metallic structure and skin of the airplane.

(2) The outstanding characteristic of a loop antenna is its directional sensitivity which makes it useful as an accurate navigational device. Various things can reduce this accuracy and should be avoided. Metallic base paints should not be used on the housing. Location of the loop near an engine which has poor ignition shielding should be avoided since this location makes it difficult to detect the "null." Loops should be mounted as far as practical from antennas and interfering metal structures. The preferred locations are on the fore-and-aft center line of the aircraft either above or below the fuselage. In determining the location, consider the space necessary both inside and outside of the fuselage, structural requirements, length of cables, location of the radio compass unit, and effect on operation and maintenance of the aircraft. Also choose the mounting location to provide a balanced quadrantal error. Quadrantal error is that installation error caused by the metal in the fuselage, wings, etc., distorting the electromagnetic field of a received signal and resulting in azimuth reading inaccuracies which are greatest between the four cardinal points with respect to the center line of the aircraft. When making an installation on the lower part of the fuselage, do not fasten the loop to a primary structural member since, in the event of a landing with landing gear retracted, the aircraft may be severely damaged. Mount the loop so that it will be level during normal flight.

(3) Following installation of the loop, it will be necessary to check the direction of the radio bearings every 45 degrees from the fore-and-aft axis of the aircraft (preferably every 15 degrees) in order to determine and compensate⁶ for the deviations caused by distortion of the radio field pattern due to the wing, engine nacelle, antennas, and other parts of the aircraft. If the loop is of the type which includes compensating means, it

⁶ Compensation of a loop for such error requires technical knowledge of the equipment and its operational use and should be accomplished by a qualified technician.

is important that no compensation be present in the loop at the time this calibration is made. If the loop has no provision for adjustment of quadrantal error, the calibration data should be used for the preparation of a correction card to be mounted in the cockpit near the indicator to provide the pilot with corrected bearing information.

(i) The calibration may be made on the ground for installations in which the loop is on top of the aircraft, but the accuracy of the calibration should be checked in the air. However, for installations in which the loop is beneath the fuselage, the use of the flight method is necessary if accuracy is to be obtained.

(ii) Select a medium or high powered radio station between 25 and 100 miles distant from the locality at which the test is to be conducted. The radio station selected should not be on a congested channel or on a channel where high powered adjacent channel signals can, by slight mistuning, cause bearing errors. The station should normally provide good bearings with little or no fluctuation of the indicator pointer.

(iii) Select a day when the wind is less than eight miles per hour in order to avoid excessive drift angles and when the air is smooth to avoid errors in reading the bearing angles. Do not make the calibrations within two hours of sunrise or sunset or when wide fluctuations of bearings are noted.

(iv) Select a landmark or series of landmarks such as a road, railroad tracks, section lines, etc., which will provide a direct line toward the radio station. Since power lines or railroads on or adjacent to the landmarks can distort the radio path, make a check to determine whether or not distortion is present. This can be done by crossing the reference line at various angles while maintaining fixed courses by means of the directional gyro. If the bearing changes rapidly as the line is approaching, distortion is present and should be eliminated by flying at a higher altitude, or by selecting a new reference landmark.

(v) With the aircraft in level flight, fly directly towards the station along the reference line at an altitude low enough to avoid parallax error. When passing over some predetermined point or intersecting line to the reference, record simultaneously the indicator bearing and the directional gyro reading.

(vi) Repeat the above procedure until sufficient readings have been taken at all required bearings. Since the radio compass deviation changes to some extent with frequency, take calibration data at several frequencies to ensure greater accuracy in use.

(vii) Calibration data obtained for a particular type of airplane is usable without modification for all aircraft of that type if the location of the loop and other antennas is the same. Since all aircraft of the same type may not have the same radio installations, an accurate diagram with antenna dimensions and exact loop location will add to the usefulness of the recorded data.

(j) *HF transmitting antenna—fixed.*

(1) Two basic types of fixed antennas are

used. One of these, the Hertz type, is tuned to its resonant frequency or a higher harmonically related frequency by being designed to a specific length. The lowest frequency at which this type antenna will be resonant is its fundamental frequency. At this frequency the antenna is approximately one-half wave length. This length may be determined by the formula: $\frac{1}{2}$ wave length (in feet) = $\frac{300,000,000 \times 3.28}{2 \times f}$ in which 300,000,000 is the velocity of the propagation of radio waves in meters per second; 3.28 is the conversion factor from meters to feet; f is the frequency in cycles per second.

(2) The other basic type of antenna is the Marconi. This type is readily adaptable for use on different frequencies and has one end grounded through the transmitter to the metallic aircraft structure. Thus, the aircraft acts as a part of the antenna and it is possible to use only one-quarter wave length in the antenna proper. This length may be computed by the formula: $\frac{1}{4}$ wave length (in feet) = $\frac{300,000,000 \times 3.28}{4 \times f}$. An antenna

of this type shorter than $\frac{1}{4}$ wave length may be tuned to resonance with the transmitter frequency by connecting an induction or load coil having appropriate characteristics in series with the antenna. A continuously variable coil or a stepped variable coil may be used for transmission on several different frequencies on one antenna.

(k) *VHF transmitting antenna—“Whip” and streamlined blade.* (See Figure 2.) (1) The “whip” antenna is resonant through a narrow frequency band and may be used with equipment operating in the 118 to 136 mc band. The proper length in inches should be determined from the formula

$$\frac{11,218}{4 \times f (\text{mc})}$$

(For 125 mc the length ($\frac{1}{4}$ wave length) of the antenna would be approximately 22.5 inches.)

(2) When it is necessary to cover a broader frequency range than can be covered by the “whip” antenna, a blade type should be used, because it is resonant over a much broader frequency range. However, a broadband antenna is not as efficient as a small diameter “whip” antenna and, accordingly, should not be used with relatively low output transmitters (under 5 watts).

(3) Antennas of both these types should be located so that there is a minimum of structure between them and the ground radio stations. Thus, the location will usually be a compromise. The antennas may be mounted on the top or bottom of the fuselage or on the cowl forward of the cockpit.

(4) On fabric covered aircraft, or aircraft with other types of nonmetallic skin, the manufacturer's recommendations should be followed in order to provide the necessary ground plane. An acceptable method of accomplishing this is by providing a number of metal foil strips in a radial position from the antenna base and secured under the fabric

or wood skin of the aircraft as shown in Figure 3.

(l) *VHF navigation receiving antennas.* Antennas for omnirange (VOR), and instrument landing system (ILS) localizer receivers should be located at a position on the airplane where they will have the greatest sensitivity for the desired signals and minimum response to undesired signals such as VHF energy radiated by the engine ignition system. The best location for the VOR-localizer receiving antenna on most small airplanes is over the forward part of the cabin. (See Figure 4.) The rigid “V” type antenna should be mounted so that the apex of the V points forward and the plane of the V is level in normal flight. A list of satisfactory antenna installations on some popular small airplanes, giving distance in inches aft of the windshield follows:

Piper	7	Swift	11
Ercoupe	26	Bellanca	4
Stinson	13	Luscombe	34
Cessna	10	Beech Bonanza	35

(m) *Marker receiving antenna.* The marker receiver operates at a frequency of 75 mc. In order to keep to a minimum the number of antennas on an airplane, the marker receiver may utilize the same antenna as the range receiver. However, both receivers should include provisions to permit simultaneous operation without interference. A “whip” or other vertical type of antenna should not be used for marker reception since the ground facility transmits from a horizontally polarized antenna.

(n) *Glide slope receiving antenna.* The glide slope receiver of the instrument landing system (ILS) utilizes a small, simple, dipole type antenna which should be mounted at right angles to the longitudinal axis of the airplane and near the forward part of the airplane. Several types of localizer and glide slope antennas are shown in Figure 5.

(o) *Distance measuring antennas.* Antennas for Vortac distance measuring elements or civil DME should be mounted at an unobstructed location on the underside of the fuselage near the trailing edge of the wing, preferably at the lowest point on the aircraft when in level flight. (See Figure 6.) During flight, the antenna should be as nearly vertical as possible. It should be mounted as far as possible from other antennas and at least 36 inches away from other obstructions. If separate antennas are used for transmission and reception, the antennas should be mounted on a line perpendicular to the longitudinal axis of the aircraft with a minimum spacing of two feet between antennas. Since transmission line losses are relatively high at these frequencies, the antenna connecting cables should be kept as short as possible (10 feet maximum unless special low loss cable is used).

(Sec. 205, 52 Stat. 964; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; sec. 605, 52 Stat. 1010, 49 U. S. C. 551, 555)

This supplement shall become effective February 20, 1957.

[SEAL]

JAMES T. PYDE,
Administrator of Civil Aeronautics.

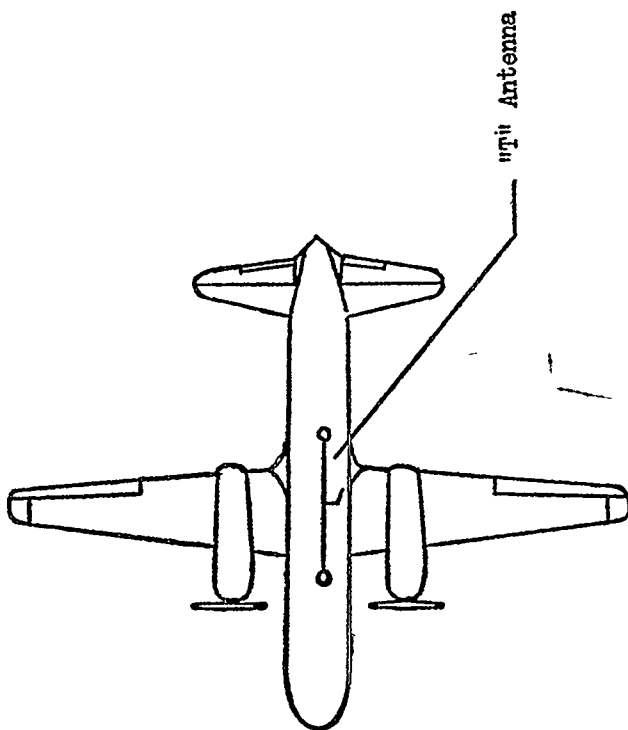
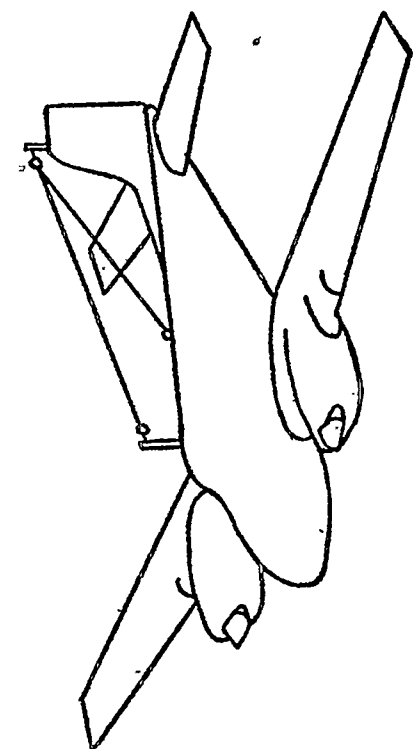


Figure 1 — T and 'V' type antennas

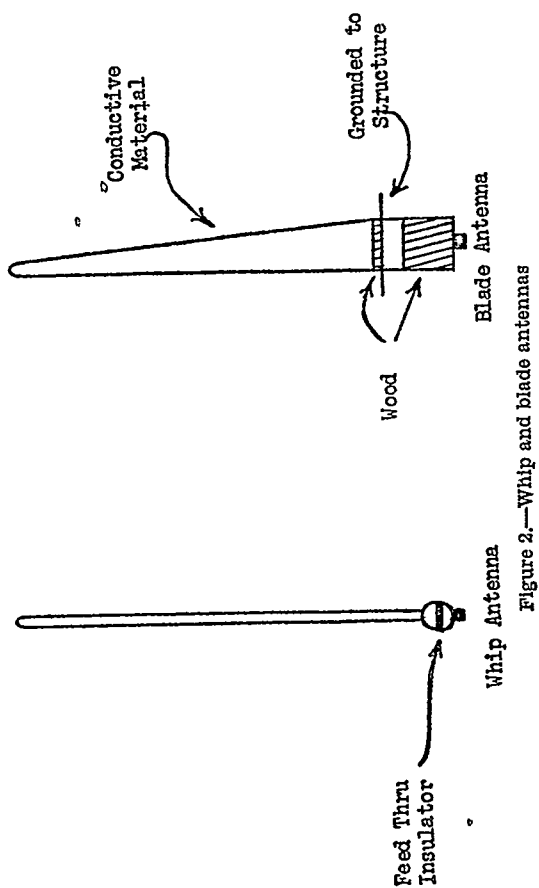


Figure 2.—Whip and blade antennas

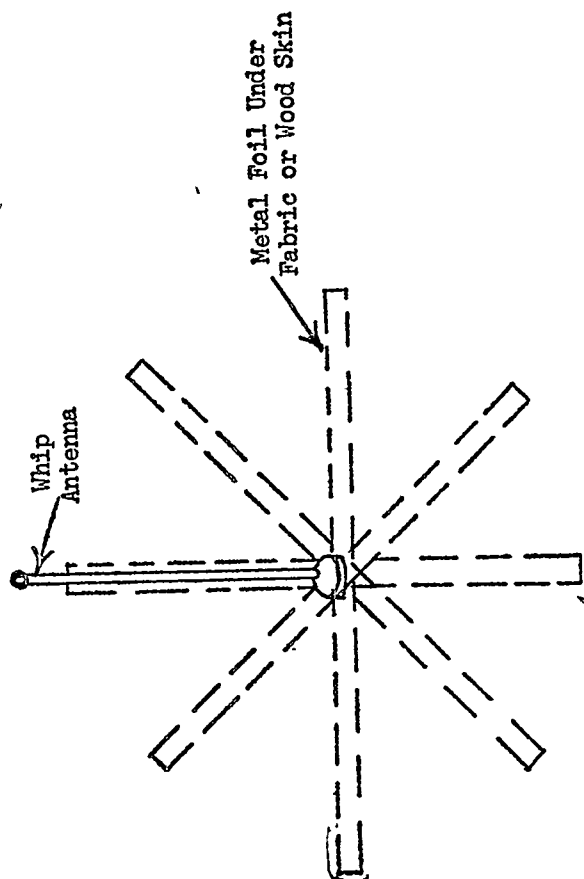


Figure 3 —Antenna ground plane for nonmetallic airplanes

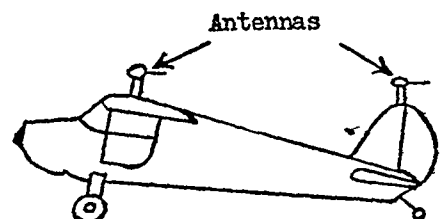
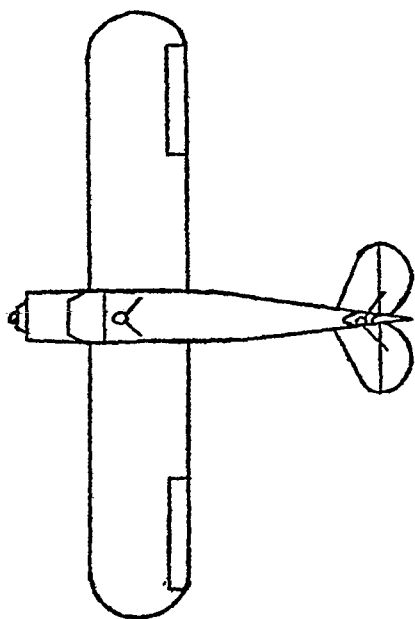


Figure 4.—Two preferred locations for VOR antennas to provide good signal pickup and minimum engine ignition interference.

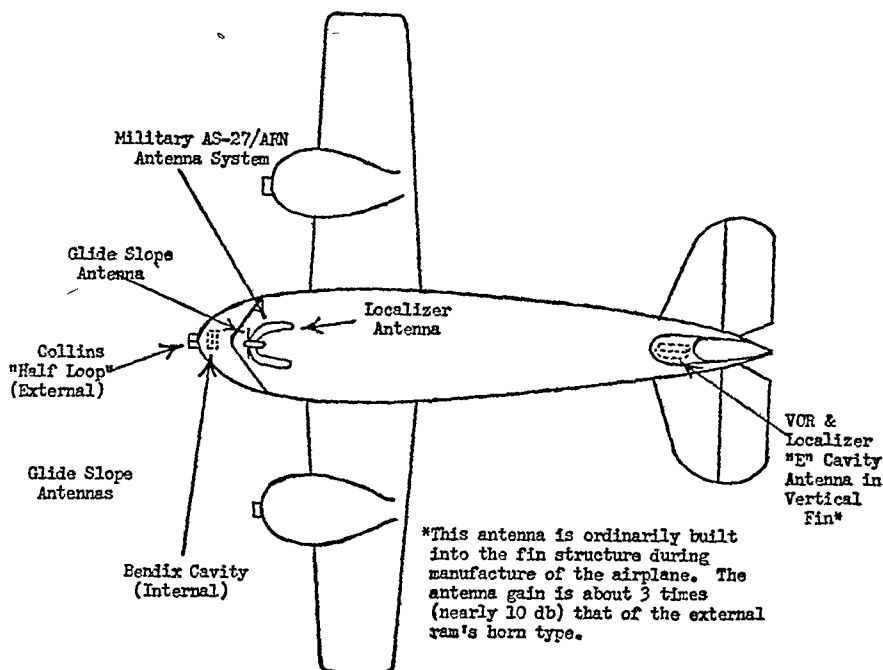


Figure 5.—Instrument landing system glide slope and localizer receiver antennas.

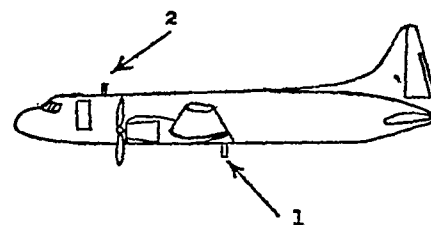


Figure 6.—Preferred positions of distance measuring antennas in order of preference.

[F. R. Doc. 57-552; Filed, Jan. 29, 1957; 8:45 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter III—Foreign and Territorial Compensation

PART 350—TERRITORIAL POST DIFFERENTIALS AND TERRITORIAL COST-OF-LIVING ALLOWANCES

PUERTO RICO AND VIRGIN ISLANDS

Effective at the beginning of the first pay period beginning after May 1, 1957, the present item for Puerto Rico and the Virgin Islands in § 350.11 is revoked and new items are added as follows:

§ 350.11 *Places and rates at which territorial cost-of-living allowances shall be paid.* * * *

Puerto Rico: 17.5 percent of rate of basic compensation.

Virgin Islands of the United States: 25 percent of rate of basic compensation.

(Sec. 202, Part II, E. O. 10000, Sept. 16, 1948, 13, F. R. 5453; 3 CFR 1948 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 57-686; Filed, Jan. 29, 1957, 8:48 a. m.]

TITLE 7—AGRICULTURE

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas and Acreage Allotments), Department of Agriculture

PART 725—BURLEY, FLUE-CURED, FIRE-CURED, DARK AIR-CURED, AND VIRGINIA SUN-CURED TOBACCO

PROCLAMATION, ANNOUNCEMENT AND APPORTIONMENT OF NATIONAL MARKETING QUOTAS FOR 1957-58 MARKETING YEAR

- Sec.
725.805 Basis and purpose.
725.806 Findings and determinations with respect to the national marketing quota for fire-cured tobacco for the marketing year beginning October 1, 1957.
725.807 Findings and determinations with respect to the national marketing quota for dark air-cured tobacco for the marketing year beginning October 1, 1957.
725.808 Findings and determinations with respect to the national marketing quota for Virginia sun-cured tobacco for the marketing year beginning October 1, 1957.

AUTHORITY: §§ 725.805 to 725.808 issued under sec. 375, 52 Stat. 66, 7 U. S. C. 1375. Interpret or apply secs. 301, 312, 313, 52 Stat. 38, as amended, 46, as amended, 47, as amended; 7 U. S. C. 1301, 1312, 1313.

§ 725.805 *Basis and purpose.* (a) Sections 725.805 to 725.808 are issued (1) to announce the reserve supply level and the total supply of fire-cured tobacco, dark air-cured tobacco, and Virginia sun-cured tobacco, respectively, for the marketing year beginning October 1, 1956; (2) to establish and proclaim the amounts of the national marketing quotas for fire-cured tobacco and dark air-cured tobacco, and to announce the amount of the quota for Virginia sun-cured tobacco for the marketing year beginning October 1, 1957; and (3) to apportion such national marketing quotas for the 1957-58 marketing year among the several States. The findings and determinations contained in §§ 725.806 to 725.808 have been made on the basis of the latest available statistics of the Federal Government, and after due consideration of the data, views, and recommendations received from fire-cured, dark air-cured, and Virginia sun-cured tobacco producers and others, as provided in a notice (21 F. R. 7493) given in accordance with the Administrative Procedure Act (5 U. S. C. 1003).

(b) Since fire-cured, dark air-cured, and Virginia sun-cured tobacco growers are making plans for their 1957 farming operations and will soon be preparing plant beds and purchasing fertilizer and other materials, it is hereby found that compliance with the 30-day effective date provision of the Administrative Procedure Act is impracticable and contrary to the public interest. Therefore, the proclamation, announcement, and apportionment of the national marketing quotas for fire-cured, dark air-cured and Virginia sun-cured tobacco for the 1957-58 marketing year contained herein shall become effective upon the date of filing with the Director, Division of the Federal Register.

§ 725.806 *Findings and determinations with respect to the amount of the national marketing quota for fire-cured tobacco for the marketing year beginning October 1, 1957*—(a) *Reserve supply level.* The reserve supply level for fire-cured tobacco is 175,600,000 pounds calculated as provided in the Agricultural Adjustment Act of 1938, as amended, from a normal year's domestic consumption of 38,000,000 pounds and a normal year's exports of 38,000,000 pounds. (b) *Total supply.* The total supply of fire-cured tobacco for the marketing year beginning October 1, 1956, is 204,800,000 pounds consisting of carryover of 137,700,000 pounds and estimated 1956 production of 67,100,000 pounds.

(c) *Carryover.* The estimated carryover of fire-cured tobacco at the beginning of the marketing year for such tobacco beginning October 1, 1957, is 128,900,000 pounds calculated by subtracting the estimated disappearance for the marketing year beginning October 1,

1956, of 75,900,000 pounds from the total supply of such tobacco.

(d) *National marketing quota.* The amount of fire-cured tobacco which will make available during the marketing year beginning October 1, 1957, a supply of fire-cured tobacco equal to the reserve supply level of such tobacco is 46,700,000 pounds and a national marketing quota of such amount is hereby proclaimed. It is determined, however, that a national marketing quota in the amount of 46,700,000 pounds would result in undue restriction of marketings during the 1957-58 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for fire-cured tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1957 is 56,000,000 pounds.

(e) *Apportionment of the quota.* The national marketing quota proclaimed in paragraph (d) of this section is hereby apportioned among the several States pursuant to section 313 (a) of the Agricultural Adjustment Act of 1938, as amended, and converted into State acreage allotments in accordance with section 313 (g) of the act as follows:

State:	Acreage allotment
Illinois	1
Kentucky	17,081
Tennessee	19,227
Virginia	8,747
Reserve ¹	113

¹ Acreage reserved for establishing allotments for new farms.

§ 725.807 *Findings and determinations with respect to the amount of the national marketing quota for dark air-cured tobacco for the marketing year beginning October 1, 1957*—(a) *Reserve supply level.* The reserve supply level for dark air-cured tobacco is 92,400,000 pounds calculated as provided in the Agricultural Adjustment Act of 1938, as amended, from a normal year's domestic consumption of 26,000,000 pounds and a normal year's exports of 10,000,000 pounds.

(b) *Total supply.* The total supply of dark air-cured tobacco for the marketing year beginning October 1, 1956, is 109,200,000 pounds consisting of carryover of 80,800,000 pounds and estimated 1956 production of 28,400,000 pounds.

(c) *Carryover.* The estimated carryover of dark air-cured tobacco at the beginning of the marketing year for such tobacco beginning October 1, 1957, is 72,900,000 pounds calculated by subtracting the estimated disappearance for the marketing year beginning October 1, 1956, of 36,300,000 pounds from the total total supply of such tobacco.

(d) *National marketing quota.* The amount of dark air-cured tobacco which will make available during the marketing year beginning October 1, 1957, a supply of dark air-cured tobacco equal to the reserve supply level of such tobacco is 19,500,000 pounds and a national marketing quota of such amount is hereby proclaimed. It is determined, however, that a national marketing quota in the amount of 19,500,000 pounds would

result in undue restriction of marketings during the 1957-58 marketing year and such amount is hereby increased by 20 percent. Therefore, the amount of the national marketing quota for dark air-cured tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1957 is 23,400,000 pounds.

(e) *Apportionment of the quota.* The national marketing quota is hereby apportioned among the several States pursuant to section 313 (a) of the Agricultural Adjustment Act of 1938, as amended, and converted into State acreage allotments in accordance with section 313 (g) of the act as follows:

State:	Acreage allotment
Kentucky	14,979
Tennessee	2,528
Indiana	52
Reserve ¹	44

¹ Acreage reserved for establishing allotments for new farms.

§ 725.808 *Findings and determinations with respect to the national marketing quota for Virginia sun-cured tobacco for the marketing year beginning October 1, 1957*—(a) *Reserve supply level.* The reserve supply level for Virginia sun-cured tobacco is 9,413,000 pounds calculated as provided in the Agricultural Adjustment Act of 1938, as amended, from a normal year's domestic consumption of 2,900,000 pounds and a normal year's exports of 600,000 pounds.

(b) *Total supply.* The total supply of Virginia sun-cured tobacco for the marketing year beginning October 1, 1956, is 8,237,000 pounds consisting of a carryover of 4,589,000 pounds and estimated 1956 production of 3,648,000 pounds.

(c) *Carryover.* The estimated carryover of Virginia sun-cured tobacco at the beginning of the marketing year for such tobacco beginning October 1, 1957, is 5,186,000 pounds calculated by subtracting the estimated disappearance for the marketing year beginning October 1, 1956, of 3,051,000 pounds from the total supply of such tobacco.

(d) *National marketing quota.* The amount of Virginia sun-cured tobacco which will make available during the marketing year beginning October 1, 1957, a supply of Virginia sun-cured tobacco equal to the reserve supply level of such tobacco is 4,227,000 pounds and a national marketing quota of such amount is hereby announced. It is determined, however, that a national marketing quota in the amount of 4,227,000 pounds would result in undue restriction of marketings for the 1957-58 marketing year and such amount is increased by 20 percent. Therefore, the amount of the national marketing quota for Virginia sun-cured tobacco in terms of the total quantity of such tobacco which may be marketed during the marketing year beginning October 1, 1957 is 5,072,000 pounds.

(e) *Apportionment of the quota.* Since Virginia sun-cured tobacco is grown only in the State of Virginia, the

¹ Rounded to the nearest tenth of a million pounds.

² Rounded to nearest thousand pounds.

quota is apportioned only to that State under section 313 (a) of the Agricultural Adjustment Act of 1938, as amended. The national marketing quota, less 13,000 pounds reserved for establishing allotments for new farms, becomes the State marketing quota for Virginia. The State marketing quota is hereby converted in accordance with section 313 (g) of the act into a State acreage allotment of 5,376 acres. Likewise, the reserve of 13,000 pounds for establishing allotments for new farms is hereby converted into 14 acres.

Done at Washington, D. C., this 24th day of January 1957. Witness my hand and the seal of the Department of Agriculture.

[SEAL] TRUE D. MORSE,
Acting Secretary of Agriculture.

[F. R. Doc. 57-690; Filed, Jan. 29, 1957;
8:49 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6536]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

SIDNEY RINGLER FUR CO., INC., ET AL.

Subpart—*Invoicing products falsely:* § 13.1108 *Invoicing products falsely:* Fur Products Labeling Act. Subpart—*Misbranding or mislabeling:* § 13.1212 *Formal regulatory and statutory requirements:* Fur Products Labeling Act; § 13.1255 *Manufacture or preparation:* Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1852 *Formal regulatory and statutory requirements:* § 13.1865 *Manufacture or preparation:* Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U. S. C. 45, 69f) [Cease and desist order, Sidney Ringler Fur Co., Inc., et al., New York, N. Y., Docket 6536, Jan. 5, 1957]

In the Matter of Sidney Ringler Fur Co., Inc., a Corporation; and Sidney Ringler, Samuel Ringler, and Morris Hudes, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a corporate furrier and its officers in New York City with misbranding and false invoicing in violation of the Fur Products Labeling Act through failing to disclose on labels that certain fur products were dyed and otherwise failing to label fur products as required, and through invoicing which did not conform to requirements of the Act or which showed artificially colored fur in certain products as natural.

Following entry of an agreement between the parties containing consent order to cease and desist, the hearing examiner made his initial decision and order to cease and desist which by order of January 4 became on January 5 the decision of the Commission.

No. 20—3

The order to cease and desist is as follows:

It is ordered, That Respondents Sidney Ringler Fur Co., Inc., a corporation, and its officers; and Sidney Ringler, Samuel Ringler, and Morris Hudes, individually and as officers of said corporation; and their representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product, or in connection with the sale, advertising, offering for sale, transportation, or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur", and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by failing to affix labels to such fur products showing—

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur product contains or is composed of used fur, when such is a fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is a fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is a fact;

(e) The name, or other identification issued and registered by the Commission, of one or more persons who manufactured such fur product for introduction into commerce, introduced it into commerce, sold it in commerce, advertised or offered it for sale in commerce, or transported or distributed it in commerce;

(f) The name of the country of origin of any imported furs used in the fur product;

B. Falsely or deceptively invoicing fur products by failing to furnish invoices to purchasers of fur products showing—

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product, as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur product contains or is composed of used fur, when such is a fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is a fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is a fact;

(e) The name and address of the person issuing such invoice;

(f) The name of the country of origin of any imported furs contained in a fur product;

C. Falsely and deceptively invoicing fur products as being made of "natural" furs when they are in fact bleached, dyed, or otherwise artificially colored.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents Sidney Ringler Fur Co., Inc., a corporation, and Sidney Ringler, Samuel Ringler, and Morris Hudes, individually and as officers of said corporation, shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: January 4, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-678; Filed, Jan. 29, 1957;
8:46 a. m.]

[Docket 6576]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

SCHLOSSMANS, INC., ET AL.

Subpart—*Advertising falsely or misleadingly:* Sec. 13.30 *Composition of goods;* § 13.155 *Prices: Bait; exaggerated as regular and customary.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Schlossmans, Inc., et al., New York City, N. Y., Docket 6576, Jan. 5, 1957]

In the Matter of Schlossmans, Inc., a Corporation, and Emanuel Schlossman, Sol Irwin, Louis Samet, and Dorothy Pregashin, Individually and as Officers of Schlossmans, Inc.

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a corporate operator of department stores in New York City and its officers with representing falsely in bait advertising in newspapers that they were making bona fide offers to sell certain furniture and upholstery at greatly reduced prices, and with misrepresenting in such advertising the customary retail prices of certain furniture and the foam rubber and hair content of upholstery.

Following entry of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on January 5 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Schlossmans Inc., a corporation, and its officers, and Emanuel Schlossman, Sol Irwin, Louis Samet and Dorothy Pregashin, as individuals, and as officers of said corporate respondent, and respondents' agents representatives and employees, directly or through any corporate or other device, in connection with

the offering for sale, sale or distribution of furniture, household furnishings, slip covers, mattresses, reupholstering, or any other articles of merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or indirectly:

1. That the aforesaid merchandise is offered for sale when such offer is not a bona fide offer to sell the merchandise so offered.

2. That respondents' regular retail selling price is any amount in excess of that at which said merchandise has been sold by respondents in the recent regular course of their business.

3. That slip covers are composed of or contain foam rubber when such is not the fact.

4. That mattresses are upholstered with hair when in fact they do not contain hair, or contain a higher proportion of hair than is the fact.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: January 4, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-679; Filed, Jan. 29, 1957;
8:46 a. m.]

[Docket 6394]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

CRAFTSMAN INSURANCE CO.

Subpart—*Advertising falsely or misleadingly*: § 13.260 *Terms and conditions*: Insurance coverage.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Craftsman Insurance Company, Boston, Mass., Docket 6394, Jan. 14, 1957]

The Commission's complaint in this case charged an insurance company engaged in Boston, Mass., in selling accident and health insurance policies, with making misleading representations in advertising over radio and television, in newspapers, circulars, etc., concerning the duration of their policies, the medical examination or health requirements at the time of issuance of policies, the number of accidents and illnesses covered, the coverage for totally disabling accidents, and the amounts paid for hospital and surgical bills.

Following hearings in due course, during which respondent's motions to dismiss were denied, the hearing examiner made his initial decision and order to cease and desist. The Commission, upon review, after modifying it in certain respects, on January 14, adopted the initial decision as modified as the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondent, Craftsman Insurance Company, a corporation, and its officers, agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of any accident, health, hospital or surgical insurance policy, including any and all riders attached to and made a part of any such policy, do forthwith cease and desist from representing, directly or by implication:

1. That any such policy may be continued in effect by the insured upon payment of stipulated premiums, indefinitely or for any stated time, unless full disclosure of any other provision or condition of termination contained in the policy is made conspicuously, prominently, and in sufficiently close conjunction with the representation as will fully relieve it of all capacity to deceive.

2. That no medical examination is required, unless the respondent actually insures the policyholder without regard to his physical condition before or after issuance of the policy; or otherwise representing that the condition of the insured's health at the time of issuance of the policy will not be considered by the respondent in determining its liability thereunder, or that the respondent will not, as a claims practice, require proof of good health of the insured at the time of issuance of the policy.

3. That any such policy provides for indemnification against losses due to sickness or accident, unless a statement of all the conditions, exceptions, restrictions and limitations affecting the indemnification actually provided is set forth conspicuously, prominently, and in sufficiently close conjunction with the representation as will fully relieve it of all capacity to deceive.

4. That any such policy provides for payment in full or in any specified amount or for payment up to any specified amount for any medical, surgical or hospital service, unless the policy provides that the actual cost to the insured for that service will be paid in all cases up to the amount represented, or unless full disclosure of the schedule of payments for which the policy provides is made conspicuously, prominently, and in sufficiently close conjunction with said representation as will fully relieve it of all capacity to deceive.

5. That any such policy provides for the payment of certain benefits in addition to other benefits when such is not the fact.

It is further ordered, That the complaint be, and the same hereby is, dismissed as to the following allegations of Paragraph Three thereof: "Respondent has sold a substantial number of its said policies to insureds now residing in states other than those in which respondent has been duly licensed, as aforesaid, and respondent mails to such insureds or policyholders notices and receipts relating to the payment of renewal premiums and receives and accepts from such insureds or policyholders premiums mailed to it renewing the coverage purchased for

the period of time covered by the premium submitted."

By "Decision of the Commission", etc., report of compliance was required as follows:

It is further ordered, That respondent, Craftsman Insurance Company, shall within sixty (60) days after service upon it of this order file with the Commission a report, in writing, setting forth in detail the manner and form in which it has complied with the order to cease and desist contained in the initial decision as modified.

Issued: January 14, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-680; Filed, Jan. 29, 1957;
8:46 a. m.]

TITLE 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 522—EMPLOYMENT OF LEARNERS

LUGGAGE, SMALL LEATHER GOODS AND LADIES' HANDBAG INDUSTRIES

Correction

In Federal Register Document 57-527, published on page 471 in the issue for Thursday, January 24, 1957, the headnote for § 522.92 should read "Issuance of learner certificates."

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 204—DANGER ZONE REGULATIONS

SANTA ROSA SOUND AND GULF OF MEXICO ADJACENT TO SANTA ROSA ISLAND, FLA.

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U. S. C. 1), and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U. S. C. 3), § 204.135 (a) is hereby amended modifying the boundary of an existing danger zone and § 204.136 is hereby prescribed establishing and governing the use and navigation of a danger zone in the waters of Santa Rosa Sound and in the Gulf of Mexico, adjacent to Santa Rosa Island, Florida, as follows:

§ 204.135 *Gulf of Mexico, south from Choctawhatchee Bay; guided missiles test operations area, Air Force Proving Ground Command, Eglin Air Force Base, Florida*—(a) *The danger zone*. The waters of the Gulf of Mexico south from Choctawhatchee Bay within an area described as follows: Beginning on the south shore of Santa Rosa Island at a point five nautical miles easterly from USC&GS Station Tuck 3, at latitude 30°23'10.74", longitude 86°48'17.525"; thence easterly along the south shore of Santa Rosa Island, across the mouth of Choctawhatchee Bay entrance, and along

the south shore of Moreno Point and the Peninsula south of Choctawhatchee Bay to longitude 86°05'10"; thence southeasterly to latitude 28°10'00", longitude 84°30'00"; thence 270° true to longitude 86°47'20"; thence due north along longitude 86°47'20" to the intersection of the line with a circle of five nautical miles radius centered on USC&GS Station Tuck 3, at latitude 30°23'10.074", longitude 86°48'17.525"; thence northeasterly along the arc of the circle to the south shore of Santa Rosa Island.

§ 204.136 *Waters of Santa Rosa Sound and Gulf of Mexico adjacent to Santa Rosa Island, Air Force Proving Ground Command, Eglin Air Force Base, Florida*—(a) *The danger zones*—(1) *Prohibited area.* Waters of Santa Rosa Sound and Gulf of Mexico within a circle one nautical mile in radius, centered at latitude 30°23'10.074", longitude 86°48'17.525" (USC&GS Station Tuck 3). The portion of the area in Santa Rosa Sound includes the Gulf Intracoastal Waterway between miles 209.6 and 211.4 from Harvey Lock, Louisiana.

(2) *Restricted area.* The waters of Santa Rosa Sound and Gulf of Mexico surrounding the prohibited area described in subparagraph (1) of this paragraph, within a circle five nautical miles in radius, centered at latitude 30°23'10.074", longitude 86°48'17.525" (USC&GS Station Tuck 3). The portion of the area in Santa Rosa Sound includes the Gulf Intracoastal Waterway between miles 204.6 and 216.4 from Harvey Lock, Louisiana.

(b) *The regulations.* (1) Experimental test operations will be conducted by the United States Air Force within the prohibited area on an intermittent basis. Such test operations shall not exceed one hour, and shall not occur more than twice weekly.

(2) No vessel or other watercraft shall enter the prohibited area, except to navigate the Gulf Intracoastal Waterway. Such vessels and other watercraft shall confine their movements to the waters within the limits of the Intracoastal Waterway and shall make the passage as promptly as possible under normal vessel speed.

(3) During periods when experimental test operations are underway no vessels or other watercraft shall enter or navigate the waters of the restricted area.

(4) Warning signs will be erected on the shore lines of Santa Rosa Sound and the Gulf of Mexico to mark the limits of the respective areas.

(5) The regulations in this section shall be enforced by the Commander, Headquarters Air Proving Ground Command, Eglin Air Force Base, Florida, and such agencies as he may designate.

[Regs., January 12, 1957, 800.2121 (Mexico, Gulf of)—ENGWO] (Sec. 7, 40 Stat. 266, 892; 33 U. S. C. 1, 3)

[SEAL] HERBERT M. JONES,
Major General, U. S. Army,
The Adjutant General.

[F. R. Doc. 57-672; Filed, Jan. 29, 1957; 8:45 a. m.]

TITLE 46—SHIPPING

Chapter II—Federal Maritime Board, Maritime Administration, Department of Commerce

Subchapter F—Merchant Ship Sales Act of 1946 [Gen. Order 60, Supp. 5, Amdt. 5]

PART 299—RULES AND REGULATIONS, FORMS, AND CITIZENSHIP REQUIREMENTS

UNIFORM BAREBOAT CHARTER OF A WARBUILT DRY-CARGO VESSEL UNDER THE MERCHANT SHIP SALES ACT OF 1946, "SHIPSALDESDE- MISE 303"

Section 299.82 appearing in the FEDERAL REGISTER issue of April 17, 1956 (21 F. R. 2466) is hereby amended as follows:

1. In Part I:

a. Clause C (1) is amended by deleting the subheading "Basic Hire Per Calendar Month" and substituting in lieu thereof the words "Charter Hire Per Calendar Month"; and such revised subheading shall be followed by an asterisk and footnoted as follows: "Determined by the Owner to be not less than the prevailing world market charter rate for similar vessels for similar use."

b. Clause E is amended by the deletion of the word "basic" where it appears in the title, and also in the body, thereof.

c. Clause H (1) (b) is amended by the substitution of the words "Clause 12 charter hire" for the term "basic charter hire."

2. In Part II, Clauses 12 and 13 are amended to read as follows:

CLAUSE 12. *Charter hire.* In order for the charter hire to be consistent with the policies of the Merchant Ship Sales Act of 1946, as amended, as required by paragraph (b) of section 5 of said act and in order to protect the public interest in respect of this Agreement and protect privately owned vessels against competition from the chartered Vessel, as required by paragraph (e) of section 5 of said act, the parties mutually agree that, pursuant to said paragraphs (b) and (e) of said section 5, the Charterer shall pay to the Owner charter hire at the monthly rate provided for in Part I hereof from the day and hour of delivery of the Vessel, unless otherwise specifically provided, until and including the day and hour of redelivery to the Owner pursuant to the terms of this Agreement; or if the Vessel shall be lost, hire shall continue until the time of her loss, if known, or if the time of loss be uncertain then up to and including the time last heard from. Payment of such charter hire shall be made to the Owner at Washington, D. C., on delivery of the Vessel for the remainder of the calendar month in which delivery is made, and thereafter monthly in advance on the first day of each month.

CLAUSE 13. *Statutory additional charter hire.* The parties mutually agree that, in addition to the charter hire required under Clause 12, Part II, of the Agreement, as amended, the Charterer shall pay over to the Owner such statutory additional charter hire as may be required by the provisions of section 709 of the Merchant Marine Act, 1936, as amended. The time of payment shall be as provided by regulations of the Owner.

3. In Part II, Clause 15 is amended as follows:

a. In subparagraph (a), by changing the comma to a period after the word "agreed", and deleting the remainder of such subparagraph.

b. In subparagraph (b), by substituting the words "Clause 12 charter hire" for the term "basic hire".

c. By deleting subparagraph (d) in its entirety.

4. Form No. 303, *Shipsalesdemise* (Rev. 1956), as above amended, shall be designated as follows: "Form No. 303, *Shipsalesdemise* (1956) 1st Amendment".

(Sec. 204, 49 Stat. 1987, as amended; 46 U. S. C. 1114)

The foregoing is effective as of the date of publication in the FEDERAL REGISTER.

Dated: January 18, 1957.

By order of the Maritime Administrator.

JAMES L. PIMPER,
Secretary.

[F. R. Doc. 57-699; Filed, Jan. 29, 1957; 8:51 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

RAILROADS ANNUAL REPORT FORM A

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D. C., on the 17th day of January A. D. 1957.

The matter of annual reports of line-haul and switching and terminal railroad companies of class I being under further consideration, and the changes to be effected by this order being minor changes in the data to be furnished resulting principally from changes in the classification of railroads and from revisions in the Commission's Uniform System of Accounts for Railroad Companies, rule-making procedures under section 4 (a) of the Administrative Procedure Act, 5 U. S. C. 1003 (a) being deemed unnecessary:

It is ordered, That the order of February 23, 1955, in the matter of Steam Railway Annual Report Form A, be, and is hereby, modified and amended with respect to annual reports for the year ended December 31, 1956, and subsequent years, to read as shown below:

It is further ordered, That 49 CFR 120.11, be, and it is hereby modified and amended to read as follows:

§ 120.11 *Form prescribed for class I railroads.* Commencing with the year ended December 31, 1956, and for subsequent years thereafter, until further order, all line-haul and switching and terminal railroad companies of class I subject to the provisions of section 20, part I of the Interstate Commerce Act, are required to file annual reports in accordance with Railroad Annual Report Form A, which is attached hereto¹ and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D. C., on or

¹Filed as part of the original document.

before March 31 of the year following the year to which it relates.

And it is further ordered, That copies of this order and of Annual Report Form A shall be served on all line-haul and switching and terminal railroad companies of class I, subject to the provisions of section 20, part I, of the Interstate Commerce Act, and upon every receiver, trustee, executor, administrator or assignee of any such railroad, and that notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

(Sec. 12, 24 Stat. 383, as amended, sec. 201, 54 Stat. 933, 49 U. S. C. 12, 904. Interprets or applies sec. 20, 24 Stat. 386, as amended, 54 Stat. 944; 49 U. S. C. 20, 913)

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-685; Filed, Jan. 29, 1957;
8:47 a. m.]

PART 122—MONTHLY OPERATING REPORTS

SUBPART A—RAILROADS

OPERATING STATISTICS

At a session of the Interstate Commerce Commission, division 2, held at its office in Washington, D. C., on the 25th day of October A. D. 1956.

The matter of monthly reports of operating statistics of Class I Railroads

being under further consideration, and the changes in existing regulations to be effectuated by this order being only minor changes in the data to be furnished, principally to take into account changes in form of motive power, rule-making procedures under section 4 (a) of the Administrative Procedure Act, 5 U. S. C. 1003 (a) being deemed unnecessary:

It is ordered, That the order of October 21, 1953, in the matter of monthly reports of operating statistics of Class I steam railways be, and it is hereby modified and amended, with respect to reports for the month ending January 31, 1957, and subsequent months, to read as shown below:

It is further ordered, That 49 CFR 122.3 be, and it is hereby modified and amended to read as shown below:

§ 122.3 *Operating statistics.* Commencing with the month of January 1957, and monthly thereafter until further order, all Class I railroads, including Class I switching and terminal companies, subject to the provisions of section 20, Part I of the Interstate Commerce Act, are hereby required to file monthly reports of operating statistics in accordance with forms of reports and notes of instructions thereon designated.

Form OS-A—Freight Train Performance.
Form OS-B—Passenger Train Performance.
Form OS-C—Yard Service Performance.
Form OS-D—Revenue Traffic.
Form OS-E—Fuel and Power Statistics.
Form OS-F—Motive Power and Car Equipment.

Which forms are attached hereto¹ and made a part of this section: *Provided however, That Class I switching and terminal companies are not required to submit reports on forms designated Forms OS-A, OS-B, and OS-D. Such monthly reports shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D. C., on or before the dates indicated in the notice on each form;*

And it is further ordered, That copies of this order and of Forms OS-A to OS-F, inclusive, shall be served on all Class I railroads subject to the provisions of section 20, Part I of the Interstate Commerce Act, and upon every receiver, trustee, executor, administrator or assignee of any such railroad, and that notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

NOTE: The reporting requirements of this order and of report forms OS-A to OS-F, inclusive, attached hereto have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942, as indicated on the respective forms.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies sec. 20, 24 Stat. 386, as amended; 49 U. S. C. 20)

By the Commission, division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-684; Filed, Jan. 29, 1957;
8:47 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

17 CFR Part 28 I

PREPARATION OF LONG-STAPLE COTTON

PROPOSED ABOLISHMENT OF TENTATIVE STANDARDS

Notice is hereby given that the United States Department of Agriculture is considering abolishing the tentative standards for preparation of long-staple cotton (§§ 28.301 through 28.304), pursuant

to authority contained in the United States Cotton Standards Act, as amended (42 Stat. 1517; 7 U. S. C. 51 et seq.).

These tentative standards have no practical value in the classification of cotton. Further, in recent years sales of the standards have declined to a point where it is no longer economical to prepare them for sale.

Any interested person who wishes to submit written data, views, or arguments concerning the proposed discontinuance of these standards may do so by filing them with the Director, Cotton Division,

Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D. C., not later than 30 days after publication of this document in the FEDERAL REGISTER.

Done in Washington, D. C., this 25th day of January 1957.

[SEAL] FRANK E. BLOOD,
Acting Deputy Administrator,
Agricultural Marketing Service.

[F. R. Doc. 57-703; Filed, Jan. 29, 1957;
8:52 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

United States Coast Guard

[CGFR 57-1]

APPROVAL OF EQUIPMENT AND CHANGE IN NAME AND ADDRESS OF MANUFACTURERS

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and Treasury Department

Order 167-14, dated November 26, 1954 (19 F. R. 8026), and in compliance with the authority cited with each item of equipment: *It is ordered, That—*

(a) All the approvals listed in this document which extend approvals previously published in the FEDERAL REGISTER are prescribed and shall be in effect for a period of five years from their respective dates as indicated at the end of each approval, unless sooner canceled or suspended by proper authority; and,

(b) All the other approvals listed in this document (which are not covered by paragraph (a) above) are prescribed and shall be in effect for a period of five years from the date of publication of this document in the FEDERAL REGISTER, unless sooner canceled or suspended by proper authority; and

(c) The change in the name and address of the manufacturer of approved

¹ Filed as part of the original document.

equipment shall be made as indicated below.

LIFE PRESERVERS, KAPOK, ADULT AND CHILD (JACKET TYPE) MODELS 2, 3, 5, AND 6

Approval No. 160.002/55/0, Model 3, adult kapok life preserver, U. S. C. G. Specification Subpart 160.002, manufactured by International Cushion Co., 1110 Northeast Eighth Ave., Fort Lauderdale, Fla.

Approval No. 160.002/56/0, Model 5, child kapok life preserver, U. S. C. G. Specification Subpart 160.002, manufactured by International Cushion Co., 1110 Northeast Eighth Ave., Fort Lauderdale, Fla.

Approval No. 160.002/57/0, Model 2, adult kapok life preserver, U. S. C. G. Specification Subpart 160.002, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck and Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.002/58/0, Model 6, child kapok life preserver, U. S. C. G. Specification Subpart 160.002, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck and Co., 925 S. Homan Ave., Chicago 7, Ill.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, 4426, 4481, 4482, 4488, 4491, 4492, as amended, sec. 11, 35 Stat. 428, secs. 1, 2, 49 Stat. 1544, secs. 6, 17, 54 Stat. 164, 166, and sec. 3, 54 Stat. 346, as amended, and 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 475, 481, 489, 490, 396, 367, 526e, 526p, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.002)

LIFE PRESERVERS, CORK (JACKET TYPE) MODELS 32 AND 36

Approval No. 160.003/15/0, Model 32, adult cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Sunde & d'Evers Co., Colman Ferry Terminal, Seattle, Wash.

Approval No. 160.003/16/0, Model 36, child cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Sunde & d'Evers Co., Colman Ferry Terminal, Seattle, Wash.

Approval No. 160.003/17/0, Model 32, adult cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.003/18/0, Model 36, child cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.003/19/0, Model 32, adult cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Liberty Cork Co., Inc., 123 Whitehead Ave., South River, N. J.

Approval No. 160.003/20/0, Model 36, child cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Liberty Cork Co., Inc., 123 Whitehead Ave., South River, N. J.

Approval No. 160.003/21/0, Model 32, adult cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured

by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.003/22/0, Model 36, child cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.003/23/0, Model 32, adult cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

Approval No. 160.003/24/0, Model 36, child cork life preserver, U. S. C. G. Specification Subpart 160.003, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, 4426, 4481, 4482, 4488, 4491, 4492, as amended, sec. 11, 35 Stat. 428, secs. 1, 2, 49 Stat. 1544, secs. 6, 17, 54 Stat. 164, 166, and sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 475, 481, 489, 490, 396, 367, 526e, 526p, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.003)

LIFE PRESERVERS, BALSA WOOD (JACKET TYPE) MODELS 42 AND 46

Approval No. 160.004/11/0, Model 42, adult balsa wood life preserver, U. S. C. G. Specification Subpart 160.004, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.004/12/0, Model 46, child balsa wood life preserver, U. S. C. G. Specification Subpart 160.004, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.004/13/0, Model 42, adult balsa wood life preserver, U. S. C. G. Specification Subpart 160.004, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

Approval No. 160.004/14/0, Model 46, child balsa wood life preserver, U. S. C. G. Specification Subpart 160.004, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, 4426, 4481, 4482, 4488, 4491, 4492, as amended, sec. 11, 35 Stat. 428, secs. 1, 2, 49 Stat. 1544, secs. 6, 17, 54 Stat. 164, 166, and sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 475, 481, 489, 490, 396, 367, 526e, 526p, 1333; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.004)

WINCHES, LIFEBOAT

Approval No. 160.015/44/1, Type H lifeboat winch for use with mechanical davits, fitted with wire rope not more

than 1/2" in diameter and with not more than 7 wraps of the falls on the drums, approved for maximum working load of 6,600 pounds pull at the drums (3,300 pounds per fall), identified by left hand assembly dwg. No. L-22321-E dated Apr. 8, 1949, and revised Oct. 9, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Supersedes Approval No. 160.015/44/0 published in FEDERAL REGISTER Dec. 7, 1951.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4488, as amended, 4491, as amended, sec. 11, 35 Stat. 428, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 481, 489, 396, 367; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.015)

LADDERS, EMBARKATION-DEBARKATION (FLEXIBLE)

Approval No. 160.017/4/3, Model 241-A, Type II embarkation-debarkation ladder, chain suspension, steel ears, dwg. No. 241-A, dated Feb. 21, 1950, revised Nov. 8, 1956, manufactured by Great Bend Mfg. Corp., George Washington Bridge Plaza, Fort Lee, N. J. (Supersedes Approval No. 160.017/4/2 published in FEDERAL REGISTER Mar. 25, 1954.)

Approval No. 160.017/10/1, Model 241-A/GR, Type II embarkation-debarkation ladder, chain suspension, steel ears, steel rungs, dwg. No. 241-A/GR, dated Jan. 10, 1952, revised Nov. 21, 1956, manufactured by Great Bend Mfg. Corp., George Washington Bridge Plaza, Fort Lee, N. J. (Supersedes Approval No. 160.017/10/0 published in FEDERAL REGISTER June 14, 1952.)

Approval No. 160.017/11/1, Model CTL-6, Type II embarkation-debarkation ladder, chain suspension, steel ears, steel rungs, dwg. No. CTL-6, dated Jan. 14, 1952, revised Nov. 21, 1956, approved for use where the height of the boat deck above the lightest seagoing draft exceeds 55 feet and stowage facilities require special consideration of the ladders used, manufactured by Great Bend Mfg. Corp., George Washington Bridge Plaza, Fort Lee, N. J. (Supersedes Approval No. 160.017/11/0 published in FEDERAL REGISTER June 14, 1952.)

Approval No. 160.017/23/0, Model E-1004D, Type II embarkation-debarkation ladder, chain suspension, steel ears, dwg. No. LC-104, Rev. 1, dated Oct. 15, 1956, manufactured by The Marine Ladder Mfg. Co., P. O. Box 2192, San Francisco, Calif.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4488, as amended, 4491, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, and sec. 3, 54 Stat. 346, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 481, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.017)

CONTAINERS, EMERGENCY PROVISIONS AND WATER

Approval No. 160.026/27/0, Container for emergency drinking water, Globe Equipment Corp. dwg. No. 1313, dated Nov. 1, 1956, manufactured by D. E. Foote

and Co., 2023 Aliceanna St., Baltimore, Md., for Globe Equipment Corp., 30-32 Gold St., Brooklyn 1, N. Y.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4488, as amended, 4491, as amended, sec. 11, 35 Stat. 428, as amended, sec. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 481, 489, 396, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.026)

LIFE FLOATS

Approval No. 160.027/27/0, 9.0' x 5.08' (13" dia. body section), rectangular hollow aluminum life float, 25-person capacity, dwg. No. 3348-2, dated June 28, 1951, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, sec. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 481, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.027)

DAVITS, LIFEBOAT

Approval No. 160.032/112/1, gravity davit, Type 36.5-150, approved for maximum working load of 33,500 pounds per set (16,750 pounds per arm), using 2-part falls, identified by general arrangement dwg. No. DG-451-55, dated Nov. 18, 1955, and revised June 13, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Reinstates and supersedes Approval No. 160.032/112/0 terminated in FEDERAL REGISTER June 22, 1955.)

Approval No. 160.032/128/0, mechanical davit, straight boom sheath screw, size A-7-0, S, approved for maximum working load of 8,000 pounds per set (4,000 pounds per arm), using 2-part falls, identified by general arrangement dwg. No. 619.S dated Jan. 3, 1951, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N. Y. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

Approval No. 160.032/150/0, mechanical davit, straight boom sheath screw, Type B-47, approved for maximum working load of 9,450 pounds per set (4,725 pounds per arm) using five or six part falls, identified by general arrangement dwg. No. 80049, dated Sept. 9, 1955, and revised May 31, 1956, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J.

Approval No. 160.032/153/0, gravity davit, Type G-65-S-89, approved for maximum working load of 13,000 pounds per set (6,500 pounds per arm) using 2 part falls, identified by arrangement dwg. No. 3644, dated July 9, 1956, and revised Oct. 26, 1956, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, sec. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 481, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Cum. Supp.; 46 CFR 160.032)

MECHANICAL DISENGAGING APPARATUS, LIFEBOAT

Approval No. 160.033/52/0, Type B-1, Rottmeyer type releasing gear, approved for maximum working load of 14,000 pounds per set (7,000 pounds per hook), identified by assembly dwg. No. M-125-13 dated Jan. 11, 1955, and revised Nov. 27, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4488, as amended, 4491, as amended, sec. 1 and 2, 49 Stat. 1544, as amended, and sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 481, 489, 367, 1333; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.033)

LIFEBOATS

Approval No. 160.035/39/2, 24.0' x 8.0' x 3.58' steel, motor-propelled lifeboat without radio cabin (Class B), 37-person capacity, identified by construction and arrangement dwg. No. 80101, dated Apr. 9, 1956, and revised Oct. 18, 1956, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Supersedes Approval No. 160.035/39/1 published in FEDERAL REGISTER Feb. 18, 1953.)

Approval No. 160.035/102/3, 24.0' x 8.0' x 3.5' steel, motor-propelled lifeboat without radio cabin (Class B), 40-person capacity, identified by general arrangement and construction dwg. No. 55R-2425 dated Apr. 21, 1955, and revised Oct. 12, 1956, manufactured by Lane Lifeboat & Davit Corp., 8920 Twenty-sixth Ave., Brooklyn 14, N. Y. (Supersedes Approval No. 160.035/102/2 published in FEDERAL REGISTER Aug. 13, 1955.)

Approval No. 160.035/243/1, 36.5' x 12.5' x 5.33' aluminum, motor-propelled lifeboat with radio cabin (Class A), 140-person capacity, identified by construction and arrangement dwg. No. 36-8, dated Dec. 2, 1948, and revised Oct. 23, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Reinstates and supersedes Approval No. 160.035/243/0 terminated in FEDERAL REGISTER Aug. 13, 1955.)

Approval No. 160.035/258/2, 20.0' x 6.5' x 2.67' steel, oar-propelled lifeboat, 20-person capacity, identified by construction and arrangement dwg. No. 20-3, dated Aug. 19, 1949, and revised Dec. 4, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Supersedes Approval No. 160.035/258/1 published in FEDERAL REGISTER Dec. 7, 1951.)

Approval No. 160.035/274/1, 22.0' x 6.75' x 2.92' aluminum, oar-propelled lifeboat, 25-person capacity, identified by construction and arrangement dwg. No. 22-1C, dated Nov. 22, 1950, and revised Aug. 31, 1956, manufactured by Marine

Safety Equipment Corporation, Point Pleasant, N. J. (Supersedes Approval No. 160.035/274/0 published in FEDERAL REGISTER Dec. 7, 1951.)

Approval No. 160.035/295/0, 31.0' x 11.25' x 4.5' steel, motor-propelled lifeboat without radio cabin (Class B), 86-person capacity, identified by general arrangement dwg. No. G-3186, dated Mar. 24, 1952, and revised Aug. 14, 1956, manufactured by C. C. Galbraith & Son, Inc., 99 Park Place, New York 7, N. Y.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, 4492, as amended, sec. 11, 35 Stat. 428, as amended, sec. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 481, 489, 396, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.035)

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD MODELS AK, CKM, CKS, AF, CFM, AND CFS

NOTE.—Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.047/98/0, Model AK, adult kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck and Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/99/0, Model CKM, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck and Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/100/0, Model CKS, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck and Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/101/0, Model CKM, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for The Firestone Tire & Rubber Co., Akron 17, Ohio.

Approval No. 160.047/102/0, Model CKS, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by The American Pad & Textile Co., Greenfield, Ohio, for The Firestone Tire & Rubber Co., Akron 17, Ohio.

Approval No. 160.047/103/0, Model AK, adult kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/104/0, Model CKM, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/105/0, Model CKS, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc.,

P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.047/106/0, Model AK, adult kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

Approval No. 160.047/107/0, Model CKM, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

Approval No. 160.047/108/0, Model CKS, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

Approval No. 160.047/109/0, Model AK, adult kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by The Howard Zink Corp., Fremont, Ohio.

Approval No. 160.047/110/0, Model CKM, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by The Howard Zink Corp., Fremont, Ohio.

Approval No. 160.047/111/0, Model CKS, child kapok buoyant vest, U. S. C. G. Specification Subpart 160.047, manufactured by the Howard Zink Corp., Fremont, Ohio.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply secs. 6, 17, 54 Stat. 164, 166, as amended; 46 U. S. C. 526e, 526p; 46 CFR 160.047)

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.048/80/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U. S. C. G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4 (c) (1) (i), manufactured by Atlantic-Pacific Manufacturing Corp., 124 Atlantic Ave., Brooklyn 1, N. Y., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.048/81/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U. S. C. G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4 (c) (1) (i), manufactured by The Howard Zink Corp., Fremont, Ohio.

Approval No. 160.048/82/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U. S. C. G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4 (c) (1) (i), manufactured by Robey Manufacturing Co., Newaygo, Mich.

Approval No. 160.048/83/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U. S. C. G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per

Table 160.048-4 (c) (1) (i), manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Sears, Roebuck & Co., 925 S. Homan Ave., Chicago 7, Ill.

Approval No. 160.048/84/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U. S. C. G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4 (c) (1) (i), manufactured by Style-Crafters, Inc., P. O. Box 3277, Station A, Greenville, S. C., for Bowman Manufacturers, Inc., 1823 Woodrow, Little Rock, Ark.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply secs. 6, 17, 54 Stat. 164, 166, as amended; 46 U. S. C. 526e, 526p; 46 CFR 160.048)

BUOYANT CUSHIONS, UNICELLULAR PLASTIC FOAM

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.049/15/0, group approval for rectangular and trapezoidal unicellular plastic foam buoyant cushions, U. S. C. G. Specification Subpart 160.049, sizes to be as per Table 160.049-4 (c) (1), manufactured by Seashore Upholstering Co., Marmora, N. J.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply secs. 6, 17, 54 Stat. 164, 166, as amended; 46 U. S. C. 526e, 526p; 46 CFR 160.049)

LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING)

Approval No. 161.001/5/0, automatic floating electric water light (with bracket for mounting), dwg. No. E-951, Alt. 1 dated July 13, 1951, Sheets 1 and 2, manufactured by C. C. Galbraith & Son Electric Corp., 450 Avenue of the Americas, New York 11, N. Y. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4488, as amended, 4491, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 481, 489, 367, 1333; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 161.001)

TELEPHONE SYSTEMS, SOUND POWERED

Approval No. 161.005/46/0, sound powered telephone signal relay, self-locking, manual release, for operation with hand generator, Type I—without indicator light; Type II—with indicator light, dwg. No. B-177, Alt. O, manufactured by Sig-Trans, Inc., Haverhill Road, Amesbury, Mass.

Approval No. 161.005/47/0, sound powered telephone signal relay, nonlocking, for operation with hand generator, dwg. No. B-173, Alt. O, manufactured by Sig-Trans, Inc., Haverhill Road, Amesbury, Mass.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4418, as amended, 4426, as amended, 4491, as amended, secs. 1 and 2, 49 Stat. 1544, sec. 3, 54 Stat. 346, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 392, 404, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17

F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 113.30-25 (a))

FIRE EXTINGUISHERS, PORTABLE, HAND, VAPORIZING LIQUID TYPE

Approval No. 162.004/94/0, No. 622 (Symbol SF), 1-qt. carbon tetrachloride vaporizing liquid type hand portable fire extinguisher, assembly dwg. No. P10-0-49, Rev. 1 dated Dec. 1, 1950, name plate dwg. No. P10-36KD-49 dated July 7, 1954 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by Stop-Fire, Inc., 125 Ashland Place, Brooklyn 1, N. Y., for K-D Lamp Co., 1910 Elm St., Cincinnati 10, Ohio.

Approval No. 162.004/95/0, No. 624 (Symbol SF), 1½-qt. carbon tetrachloride vaporizing liquid type hand portable fire extinguisher, assembly dwg. No. P15-0-49, Rev. 1 dated Jan. 11, 1952, name plate dwg. No. P15-37KD-49 dated July 7, 1954 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by Stop-Fire, Inc., 125 Ashland Place, Brooklyn 1, N. Y., for K-D Lamp Co., 1910 Elm St., Cincinnati 10, Ohio.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4479, as amended, 4491, as amended, 4492, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, secs. 8 and 17, 54 Stat. 165, 166, as amended; sec. 3, 54 Stat. 346, as amended; sec. 2, 54 Stat. 1028, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 472, 489, 490, 367, 526p, 526p, 1333, 50 U. S. C. 198; 46 CFR 25.30, 34.25, 76.50, 95.50)

FIRE EXTINGUISHERS, PORTABLE, HAND, CARBON-DIOXIDE TYPE

Approval No. 162.005/40/0, "Model R10 Marine Use," 10-pound carbon-dioxide type hand portable fire extinguisher, parts list dwg. No. 754 dated Feb. 7, 1946, Rev. No. 10 dated Oct. 8, 1951, assembly dwg. No. 735 dated Dec. 7, 1945, Rev. No. 7 dated Oct. 8, 1951, and name plate dwg. No. 922 dated Nov. 19, 1947, Rev. No. 4 dated Oct. 8, 1951, (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by Randolph Laboratories, Inc., 8 East Kinzie St., Chicago 11, Ill. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

Approval No. 162.005/41/0, "Model R15 Marine Use," 15-pound carbon-dioxide type hand portable fire extinguisher, parts list dwg. No. 755 dated Apr. 19, 1947, Rev. No. 9 dated Oct. 8, 1951, assembly dwg. No. 675 dated July 30, 1945, Rev. No. 9 dated Oct. 8, 1951, name plate dwg. No. 922 dated Nov. 19, 1947, Rev. No. 4 dated Oct. 8, 1951 (Coast Guard classification: Type B, Size II; and Type C, Size II), manufactured by Randolph Laboratories, Inc., 8 East Kinzie St., Chicago 11, Ill. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

Approval No. 162.005/92/0, Miller-Peerless (Symbol GA), Swivel Type Model MP-5, 5-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. MP-515 dated Mar. 26, 1954, and GA-99-07A revised July 8, 1953 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by Gen-

eral Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Miller-Peerless Manufacturing Co., 452 North Sangamon St., Chicago 22, Ill.

Approval No. 162.005/93/0, Miller-Peerless (Symbol GA), Lever Type Model MP-10, 10-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. MP-515 dated Mar. 26, 1954, and GA-99-08A revised July 8, 1953 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Miller-Peerless Manufacturing Co., 452 North Sangamon St., Chicago 22, Ill.

Approval No. 162.005/94/0, Miller-Peerless (Symbol GA), Lever Type Model MP-15, 15-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. MP-515 dated Mar. 26, 1954, and GA-99-08A revised July 8, 1953 (Coast Guard classification: Type B, Size II; and Type C, Size II), manufactured by General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Miller-Peerless Manufacturing Co., 452 North Sangamon St., Chicago 22, Ill.

Approval No. 162.005/95/0, W & T (Symbol GA), Swivel Type Model WT-5, 5-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. WT-215 dated Nov. 15, 1954, and GA-99-07A revised July 8, 1953 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Weber & Troseth Co., 1547-51 University Ave., St. Paul 4, Minn.

Approval No. 162.005/96/0, W & T (Symbol GA), Lever Type Model WT-10, 10-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. WT-215 dated Nov. 15, 1954, and GA-99-08A revised July 8, 1953 (Coast Guard classification: Type B, Size I; and Type C, Size I), manufactured by General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Weber & Troseth Co., 1547-51 University Ave., St. Paul 4, Minn.

Approval No. 162.005/97/0, W & T (Symbol GA), Lever Type Model WT-15, 15-lb. carbon dioxide type hand portable fire extinguisher, assembly dwg. dated Sept. 8, 1950, name plate dwg. Nos. WT-215 dated Nov. 15, 1954, and GA-99-08A revised July 8, 1953 (Coast Guard classification: Type B, Size II; and Type C, Size II), manufactured by General Air Products Corp., 5345 North Kedzie Ave., Chicago 25, Ill., for Weber & Troseth Co., 1547-51 University Ave., St. Paul 4, Minn.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4479, as amended, 4491, as amended, 4492, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, secs. 8 and 17, 54 Stat. 165, 166, as amended, sec. 3, 54 Stat. 346, as amended; sec. 2, 54 Stat. 1028, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 472, 489, 490, 367, 526g, 526p, 1333, 50 U. S. C. 198; 46 CFR 25.30, 34.25, 76.50, 95.50)

FIRE EXTINGUISHERS, PORTABLE, HAND, CHEMICAL FOAM TYPE

Approval No. 162.006/19/2, Kidde CG Foam (Symbol AM), 2½-gal. hand port-

able fire extinguisher, assembly dwg. No. 4X-1352 dated Sept. 30, 1950, Alt. B dated Sept. 21, 1951, instruction panel dwg. No. 4X-578 dated Apr. 10, 1951, Alt. A dated May 14, 1953, manufactured by American LaFrance Corp., Elmira, N. Y., for Walter Kidde & Co., Inc., Belleville 9, N. J. (Supersedes Approval No. 162.006/19/1 published in FEDERAL REGISTER Mar. 5, 1952.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4479, as amended, 4491, as amended, 4492, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, secs. 8 and 17, 54 Stat. 165, 166, as amended, sec. 3, 54 Stat. 346, as amended; sec. 2, 54 Stat. 1028, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 472, 489, 490, 367, 526g, 526p, 1333, 50 U. S. C. 198; 46 CFR 25.30, 34.25, 76.50, 95.50)

VALVES, SAFETY RELIEF, LIQUEFIED COMPRESSED GAS

Approval No. 162.018/42/0, Type 1905-30, safety relief valve for liquefied compressed gas service (non-corrosive), full nozzle type metal-to-metal seat, bellows type, 150 p. s. i. primary service pressure rating, dwg. No. 401401, dated Oct. 1, 1956, approved for the following orifice sizes and air capacity ratings (discharge in cubic feet per minute of free air measured at 60° F. and 14.7 p. s. i. a. and flow-rated at 110 percent of the set pressure):

Orifice size	Inlet diameter	Set pressure, p. s. i. g.			
		100	150	200	250
F-----	1½	681	982	1,283	1,583
G-----	1½	1,116	1,608	2,101	2,593
H-----	1½	1,742	2,511	3,279	4,048
J-----	2, 2½	2,857	4,117	5,377	6,637
K-----	3	4,080	5,879	7,678	9,478
L-----	3, 4	6,333	9,125	11,920	14,710
M-----	4	7,991	11,515	15,040	18,565
N-----	4	9,633	13,880	18,130	22,380
P-----	4	14,160	20,410	26,650	32,900
Q-----	6	24,530	31,015	46,160	56,985
R-----	6	35,500	44,875	66,900	82,475

manufactured by Manning, Maxwell & Moore, Inc., 2415 East 13th Place, Tulsa 4, Okla.

Approval No. 162.018/43/0, Type 1906-30, safety relief valve for liquefied compressed gas service (non-corrosive), full nozzle type metal-to-metal seat, bellows type, 300 p. s. i. primary service pressure rating, dwg. No. 401401, dated Oct. 1, 1956, approved for the following orifice sizes and air capacity ratings (discharge in cubic feet per minute of free air measured at 60° F. and 14.7 p. s. i. a. and flow-rated at 110 percent of the set pressure):

Orifice size	Inlet diameter	Set pressure, p. s. i. g.			
		100	150	200	250
F-----	1½	681	982	1,283	1,583
G-----	1½	1,116	1,608	2,101	2,593
H-----	1½	1,742	2,511	3,279	4,048
J-----	2, 2½	2,857	4,117	5,377	6,637
K-----	3	4,080	5,879	7,678	9,478
L-----	3, 4	6,333	9,125	11,920	14,710
M-----	4	7,991	11,515	15,040	18,565
N-----	4	9,633	13,880	18,130	22,380
P-----	4	14,160	20,410	26,650	32,900
Q-----	6	24,530	31,015	46,160	56,985
R-----	6	35,500	44,875	66,900	82,475

manufactured by Manning, Maxwell & Moore, Inc., 2415 East 13th Place, Tulsa 4, Okla.

Approval No. 162.018/44/0, Type 1910-30, safety relief valve for liquefied compressed gas service (non-corrosive), full nozzle type metal-to-metal seat, bellows type, 300 p. s. i. primary service pressure rating, dwg. No. 401401, dated Oct. 1, 1956, approved for the following orifice sizes and air capacity ratings (discharge in cubic feet per minute of free air measured at 60° F. and 14.7 p. s. i. a. and flow-rated at 110 percent of the set pressure):

Orifice size	Inlet diameter	Set pressure, p. s. i. g.			
		100	150	200	250
F-----	1½	681	982	1,283	1,583
G-----	1½	1,116	1,608	2,101	2,593
H-----	1½	1,742	2,511	3,279	4,048
J-----	2, 2½	2,857	4,117	5,377	6,637
K-----	3	4,080	5,879	7,678	9,478
L-----	3, 4	6,333	9,125	11,920	14,710
M-----	4	7,991	11,515	15,040	18,565
N-----	4	9,633	13,880	18,130	22,380
P-----	4	14,160	20,410	26,650	32,900
Q-----	6	24,530	31,015	46,160	56,985
R-----	6	35,500	44,875	66,900	82,475

manufactured by Manning, Maxwell & Moore, Inc., 2415 East 13th Place, Tulsa 4, Okla.

Approval No. 162.018/45/0, Type 1912-30, safety relief valve for liquefied compressed gas service (non-corrosive), full nozzle type metal-to-metal seat, bellows type, 600 p. s. i. primary service pressure rating, dwg. No. 401401, dated Oct. 1, 1956, approved for the following orifice sizes and air capacity ratings (discharge in cubic feet per minute of free air measured at 60° F. and 14.7 p. s. i. a. and flow-rated at 110 percent of the set pressure):

Orifice size	Inlet diameter	Set pressure, p. s. i. g.			
		100	150	200	250
F-----	1½	681	982	1,283	1,583
G-----	1½	1,116	1,608	2,101	2,593
H-----	1½	1,742	2,511	3,279	4,048
J-----	2, 2½	2,857	4,117	5,377	6,637
K-----	3	4,080	5,879	7,678	9,478
L-----	3, 4	6,333	9,125	11,920	14,710
M-----	4	7,991	11,515	15,040	18,565
N-----	4	9,633	13,880	18,130	22,380
P-----	4	14,160	20,410	26,650	32,900
Q-----	6	24,530	31,015	46,160	56,985
R-----	6	35,500	44,875	66,900	82,475

manufactured by Manning, Maxwell & Moore, Inc., 2415 East 13th Place, Tulsa 4, Okla.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, and 4491, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 489; 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 162.018)

DECK COVERING

Approval No. 164.006/40/0, "Hill Brothers C G Base Coat" and C G Red Top," magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG10210-1787:FP3069 dated Aug. 30, 1951, approved for use without other insulating material to meet Class A-60 requirements in a 1½" thickness, manufactured by Hill Brothers Chemical Co., 2159 Bay St., Los Angeles 21, Calif. (Extension of the approval published in FEDERAL REGISTER Dec. 7, 1951, effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417, as amended, 4417a, as amended, 4418, as amended, 4426, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 2, 54 Stat. 1028, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391, 391a, 392, 404, 369, 367, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 164.006)

INCOMBUSTIBLE MATERIALS

Approval No. 164.009/41/0, "MICRO-TEX—32-308" glass fiber insulation type incombustible material in $\frac{3}{4}$ pound per cubic foot density, identical to that referred to in National Bureau of Standards Test Report No. TG10210-1987:FP-3382, dated Oct. 8, 1956, manufactured by the L. O. F. Glass Fibers Co., Toledo, Ohio.

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417, as amended, 4417a, as amended, 4418, as amended, 4426, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, sec. 2, 54 Stat. 1028, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391, 391a, 392, 404, 369, 367, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 164.009)

CHANGE IN NAME AND ADDRESS OF MANUFACTURERS

The names and addresses of the Pyrene Manufacturing Co., 560 Belmont Ave., Newark 8, N. J., and of the C-O-Two Fire Equipment Co., P. O. Box 390, Newark 1, N. J., have both been changed to Pyrene-C-O-Two Division, the Fyr-Fyter Co., P. O. Box 750, Newark 1, N. J., for Approval Nos. 162.004/34/1, 162.004/35/1, 162.004/36/0, 162.004/37/0, 162.004/78/0, 162.005/4/0, 162.005/5/0, 162.005/6/0, 162.005/7/0, 162.005/13/1, 162.006/8/0, 162.006/9/0, 162.007/9/0, 162.007/10/0, 162.008/1/0, 162.009/16/0, 162.009/17/0, 162.009/3/0, 162.009/4/0, and 162.010/7/0 covering portable fire extinguishers and for all other outstanding unnumbered approvals granted to Pyrene Manufacturing Co., or C-O-Two Fire Equipment Co., and previously published in the FEDERAL REGISTER covering fixed and semi-portable fire extinguishing systems.

Dated: January 22, 1957.

[SEAL] J. A. HIRSHFIELD,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 57-693; Filed, Jan. 29, 1957;
8:49 a. m.]

[CGFR 57-2]

TERMINATION OF APPROVAL OF EQUIPMENT

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), and Treasury Department Order 167-14, dated November 26, 1954 (19 F. R. 8026), and in compliance with the authority cited with each item of equipment, the following approvals of equipment are terminated because the approvals have expired. Notwithstanding

No. 20—4

this termination of approval of any item of equipment as listed in this document, such equipment in service may be continued in use so long as such equipment is in good and serviceable condition.

LIFE FLOATS

Termination of Approval No. 160.027/22/0, 7.0 x 3.17' (9" x 9" body section) rectangular solid balsa wood life float, 10-person capacity, construction and arrangement dwg. No. 31951 dated Mar. 19, 1951, revised Aug. 14, 1951, manufactured by Winner Manufacturing Co., Inc., Trenton, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.027/23/0, 7.5' x 4.0' (11" x 11" body section) rectangular solid balsa wood life float, 15-person capacity, construction and arrangement dwg. No. 31951, dated Mar. 19, 1951, revised Aug. 14, 1951, manufactured by Winner Manufacturing Co., Inc., Trenton, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.027/24/0, 9.0' x 5.08' (12" x 12" body section) rectangular solid balsa wood life float, 25-person capacity, construction and arrangement dwg. No. 31951 dated Mar. 19, 1951, revised Aug. 14, 1951, manufactured by Winner Manufacturing Co., Inc., Trenton, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.027/25/0, 10.67' x 6.17' (13" x 13" body section) rectangular solid balsa wood life float, 40-person capacity, construction and arrangement dwg. No. 31951 dated Mar. 19, 1951, revised Aug. 14, 1951, manufactured by Winner Manufacturing Co., Inc., Trenton, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.027/26/0, 12.0' x 7.58' (15" x 15" body section) rectangular solid balsa wood life float, 60-person capacity, construction and arrangement dwg. No. 31951, dated Mar. 19, 1951, revised Aug. 14, 1951, manufactured by Winner Manufacturing Co., Inc., Trenton, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 481, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.027)

DAVITS, LIFEBOAT

Termination of Approval No. 160.032/117/0, mechanical davit, crescent sheath screw, Type C-60, approved for maximum working load of 12,000 pounds per set (6,000 pounds per arm), identified by general arrangement dwg. No. 3310, dated Nov. 23, 1949, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 404, 474, 431, 489, 367, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917, 3 CFR, 1952 Cum. Supp.; 46 CFR 160.032)

LIFEBOATS

Termination of Approval No. 160.035/91/1, 18.0' x 6.0' x 2.6' steel, oar-propelled lifeboat, 18-person capacity, identified by general arrangement and construction dwg. No. 49R-1815, dated Aug. 8, 1951, revised Sept. 4, 1951, manufactured by Lane Lifeboat & Davit Corp., 8920 Twenty-sixth Ave., Brooklyn 14, N. Y. (Approved FEDERAL REGISTER Dec. 7, 1956. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/98/1, 22.0' x 7.50' x 3.17' steel, oar-propelled lifeboat, 31-person capacity, identified by general arrangement and construction dwg. No. 49R-2217C, dated Aug. 8, 1950, and revised Nov. 17, 1950, manufactured by Lane Lifeboat & Davit Corp., 8920 Twenty-sixth Ave., Brooklyn 14, N. Y. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/214/1, 20.0' x 6.5' x 2.67' aluminum, oar-propelled lifeboat, 20-person capacity, identified by construction and arrangement dwg. No. 20-2, dated Dec. 24, 1947, revised Sept. 4, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/246/1, 22.0' x 6.5' x 2.67', steel, oar-propelled lifeboat, 23-person capacity, identified by construction and arrangement dwg. No. 22-3, dated Apr. 12, 1949, and revised Aug. 29, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/258/1, 20.0' x 6.5' x 2.67' steel, oar-propelled lifeboat, 20-person capacity, identified by construction and arrangement dwg. No. 20-3, dated Aug. 19, 1949, and revised Aug. 27, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/268/0, 36.0' x 12.33' x 5.25' aluminum hand-propelled lifeboat, 140-person capacity, identified by construction and arrangement dwg. No. 3353, dated June 25, 1951, manufactured by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Berth Amboy, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/269/0, 36.0' x 12.33' x 5.25', aluminum, motor propelled lifeboat with radio cabin, 133-person capacity, identified by construction and arrangement dwg. No. 3354, dated Jan. 23, 1950, manufactured

by Welin Davit & Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/274/0, 22.0' x 6.75' x 2.92' aluminum, oar-propelled lifeboat, 25-person capacity, identified by construction and arrangement dwg. No. 22-1C, dated Nov. 22, 1950, and revised Oct. 2, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 160.035/281/0, 26.0' x 9.0' x 3.83' steel, oar-propelled lifeboat, 53-person capacity, identified by construction and arrangement dwg. No. 26-9, dated July 3, 1951, and revised Sept. 6, 1951, manufactured by Marine Safety Equipment Corp., Point Pleasant, N. J. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4426, as amended, 4481, as amended, 4488, as amended, 4491, as amended, 4492, as amended, sec. 11, 35 Stat. 428, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, and sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 392, 404, 411, 412, 489, 1333, 50 U. S. C. 9917, 3 CFR, 1952 Supp.; 46 CFR 160.035)

BOILERS, HEATING

Termination of Approval No. 162.003/120/0, Smith-Mills Series "100" heating boiler, cast iron sectional construction, maximum design pressure 15 p. s. i., approval limited to bare boiler, manufactured by the H. B. Smith Co., Inc., Westfield, Mass. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 162.003/121/0, Smith-Mills Series "200" heating boiler, cast iron sectional construction, maximum design pressure 15 p. s. i., approval limited to bare boiler, manufactured by the H. B. Smith Co., Inc., Westfield, Mass. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 162.003/122/0, Smith-Mills Series "250" heating boiler, cast iron sectional construction, maximum design pressure 15 p. s. i., approval limited to bare boiler, manufactured by the H. B. Smith Co., Inc., Westfield, Mass. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 162.003/123/0, Smith-Mills Series "1100" heating boiler, cast iron sectional construction, maximum design pressure 15 p. s. i., approval limited to bare boiler, manufactured by the H. B. Smith Co., Inc., Westfield, Mass. (Approved FEDERAL REGISTER Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

Termination of Approval No. 162.003/124/0, Smith-Mills Series "1500" heating boiler, cast iron sectional construction, maximum design pressure 15 p. s. i., approval limited to bare boiler, manufactured by the H. B. Smith Co., Inc., Westfield, Mass. (Approved FEDERAL REGISTER

Dec. 7, 1951. Termination of approval effective Dec. 7, 1956.)

(R. S. 4405, as amended, and 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4417a, as amended, 4418, as amended, 4426, as amended, 4433, as amended, 4434, as amended, 4491, as amended, secs. 1 and 2, 49 Stat. 1544, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3 (c), 68 Stat. 676; 46 U. S. C. 391a, 392, 404, 411, 412, 489, 1333, 50 U. S. C. 9917, 3 CFR, 1952 Supp.; 46 CFR Part 52)

Dated: January 23, 1957.

[SEAL] J. A. HIRSHFIELD,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 57-694; Filed, Jan. 29, 1957;
8:50 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

REVESTED OREGON AND CALIFORNIA RAILROAD AND RECONVEYED COOS BAY WAGON ROAD GRANT LANDS IN OREGON

NOTICE OF PUBLIC HEARING TO CONSIDER CONTINUATION OR REVOCATION OF MARKETING AREA REQUIREMENTS FOR TIMBER

JANUARY 28, 1957.

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the act of August 28, 1937 (50 Stat. 874) and the regulations thereunder, a public hearing is scheduled for 9:00 a. m. P. s. t., March 1, 1957 at the Interior Department Auditorium, Interior Building, 1001 NE. Lloyd Boulevard, Portland, Oregon, to consider whether marketing area requirements now affecting sales of O&C and CBWR timber shall be continued or revoked. A map showing the area under consideration is available for public inspection at the offices of the Bureau of Land Management in Portland, Salem, Eugene, Roseburg, Coos Bay, and Medford.

The hearing will be open to all interested persons.

Written briefs, statements or documents which are to be presented at the hearing must be submitted to Mr. James F. Doyle, Area Administrator, Bureau of Land Management, 1001 NE. Lloyd Boulevard, Portland, Oregon, at or before 9:00 a. m. P. s. t., March 1, 1957.

EDWARD WOOLEY,
Director.

[F. R. Doc. 57-733; Filed, Jan. 29, 1957;
8:54 a. m.]

National Park Service

[Blue Ridge Parkway, Order 1]

ADMINISTRATIVE OFFICER

DELEGATION OF AUTHORITY TO EXECUTE AND APPROVE CERTAIN CONTRACTS

NOVEMBER 30, 1956.

SECTION 1. *Administrative Officer.* The Administrative Officer may execute and approve contracts not in excess of \$50,000 for construction, supplies, equipment, or services in conformity with

applicable regulations and statutory authority and subject to availability of appropriations. This authority may be exercised by the Administrative Officer in behalf of any coordinated area.

(National Park Service Order No. 14 (19 F. R. 8824); 39 Stat. 535; 16 U. S. C., 1952 ed., sec. 2. Region One Order No. 3-(21 F. R. 1493 and 1494))

SAM P. WEEMS,
Superintendent,
Blue Ridge Parkway.

[F. R. Doc. 57-676; Filed, Jan. 29, 1957;
8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Commodity Stabilization Service and Commodity Credit Corporation

RICE STORED IN CALIFORNIA AND ARIZONA
NOTICE OF DEMAND FOR PAYMENT OF 1956 PRICE SUPPORT LOANS

Pursuant to provisions of § 421.1943 of the 1956 CCC Grain Price Support Bulletin 1, Supplement 1, Rice (21 F. R. 5813, August 4, 1956) and Notice of Final Date for Redemption (21 F. R. 10017, December 18, 1956), CCC hereby makes demand for payment on or before March 18, 1957, of loans on rice stored in the States of California and Arizona. Whenever the term "applicable loan maturity date," or "applicable maturity date," is referred to in the provisions relating to loans and purchase agreements in the 1956 CCC Grain Price Support Bulletin 1, Supplement 1, Rice or the term "final date for repayment" is referred to in the Notice of Final Date for Redemption, it shall be deemed to mean March 18, 1957, with respect to rice stored in the States of California and Arizona.

(Sec. 4, 62 Stat. 1070 as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 301, 401, 63 Stat. 1031; 15 U. S. C. 714c, 7 U. S. C. 1441, 1447, 1421)

Done in Washington, D. C., this 25th day of January 1957.

[SEAL] CLARENCE L. MILLER,
Acting Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 57-706; Filed, Jan. 29, 1957;
8:52 a. m.]

Farmers Home Administration

DIRECTORS OF SEVERAL LOAN DIVISIONS OF NATIONAL OFFICE

DELEGATION OF AUTHORITIES

Pursuant to authority contained in section 116 of Title 9 of the Administrative Regulations of the Department of Agriculture and in section 116 of the order of the Acting Secretary of Agriculture dated December 24, 1953 (19 F. R. 74), there hereby is delegated to each of the positions of Director, Operating Loan Division, Director, Emergency Loan Division, and Director, Real Estate Loan Division, subject to the general direction and supervision of the Assistant Administrator (Program), the authority to authorize the following types of transactions administered by the Farmers Home

Administration, which are submitted to its National Office for review or approval:

1. Receipt and processing of loan applications from applicants whose eligibility depends upon prior approval in the National Office, such as former employees (including Committeemen), applicants whose debts have been settled or are being considered for settlement, and two or more applicants, other than husband and wife, requesting a loan for the purpose of maintaining a joint ownership or operation of a farm.
2. Approval of loans, except Soil and Water Conservation loans to associations and Watershed loans, provided, that no such loan will cause the total outstanding principal indebtedness of the borrower to exceed \$50,000 for all loans.
3. Execution of agreements for the assumption of loan indebtedness.
4. Enforcement of junior liens on real estate security, and bidding on behalf of the Government at foreclosure or other sales of real estate security by prior lienholders.
5. Execution of releases and subordinations of liens.
6. Approval or rejection of proposed debt settlement actions.
7. Granting or sale of easements or rights-of-way on acquired real property, and sale of acquired farms not suitable for purposes of Title I of the Bankhead-Jones Farm Tenant Act, as amended.

Dated: January 24, 1957.

[SEAL] K. H. HANSEN,
Administrator,
Farmers Home Administration.

[F. R. Doc. 57-707; Filed, Jan. 29, 1957;
8:53 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 7038 et al]

SOUTHERN AIRWAYS ET AL.; SOUTHEASTERN
AREA LOCAL SERVICE CASE

NOTICE OF PREHEARING CONFERENCE

Notice is hereby given that a prehearing conference covering the local air service pattern in the Southeastern Area Local Service Case, Docket No. 7038 et al., is assigned to be held on February 27, 1957, at 10:00 a. m., e. s. t., in Room 5132, Commerce Building, 14th Street and Constitution Avenue NW., Washington, D. C., before Examiner Joseph L. Fitzmaurice.

It is contemplated that this proceeding will cover the local air service pattern in an area south of St. Louis, bounded in general on the west by a line running southwest through Memphis and Shreveport to Houston and on the east by a line running southeast from St. Louis through Nashville, Atlanta and Jacksonville to Miami. The scope of this proceeding may be modified as a result of the conference. Consideration will be given at the conference to the consolidation for hearing and decision of some or all of the following applications:

Docket No., Applicant, and Description

7038, Southern Airways, Service between Memphis and Atlanta via Jackson, Nashville, Decatur, and the alternate intermediate points Anniston and Gadsten.

6925, Southern Airways, Extension of Segment 4 of Route 98 to Nashville via Florence/Sheffield/Tuscumbia.

7333, Southern Airways, Service between Monroe and Houston via Alexandria, Lake Charles, and Beaumont.

8364, Trans-Texas Airways, Memphis to Nashville via Jackson.

8327, Southern Airways, Service between Jackson and Columbus, Miss., as an extension to Segment 4.

8438, Bogalusa, La., Service to New Orleans.

8365, Trans-Texas Airways, Service between Jackson and Nashville via Columbus and Florence/Sheffield/Tuscumbia.

5465, Trans-Texas Airways, Service between Memphis and Jackson via intermediate points.

6867, Decatur, Alabama, Service to Atlanta and Birmingham.

8104, Laurel, Mississippi, Service to New Orleans.

8122, Thomasville, Georgia, Service to Atlanta.

8163, Southern Airways, Service between Atlanta and Memphis via Huntsville and Florence/Sheffield/Tuscumbia.

7732, Trans-Texas Airways, Houston to Little Rock via intermediate points including Monroe.

5464, Trans-Texas Airways, Houston to New Orleans via Beaumont, Lake Charles, Lafayette, and Baton Rouge.

4384, Trans-Texas Airways, Houston to Jackson via intermediates.

8047, Southern Airways, Service between Jacksonville and Miami via Gainesville, Ocala, Winterhaven, and Ft. Lauderdale.

Attention is directed to § 302.12 (b) of the Board's rules of practice which specifies:

A motion to consolidate or contemporaneously consider an application with any other application shall be filed not later than the prehearing conference in the proceeding with which consolidation or contemporaneous consideration is requested, and shall relate only to a then pending application.

In order to facilitate conduct of the conference and in accord with the above rule it is requested that any party desiring to prosecute an application in this proceeding file on or before February 15, 1957, a motion for consolidation with Examiner Fitzmaurice and/or any new applications for which consolidation may be sought.

In addition, it is requested that any "request for evidence" be transmitted to the examiner and to the party from whom the evidence is sought on or before February 15, 1957.

Counsel will be expected to state the views of their client with respect to issues discussed during the course of this conference.

Dated at Washington, D. C., January 25, 1957.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-702; Filed, Jan. 29, 1957;
8:51 a. m.]

[Docket No. 7912]

FREE BAGGAGE ALLOWANCES AND EXCESS
BAGGAGE CHARGES

NOTICE OF HEARING

In the matter of an investigation to determine whether the baggage provisions contained in Rule 16 on 20th Re-

vised Page 30, 35th Revised Page 31, 17th Revised Page 32, 24th Revised Page 33, 2nd Revised Page 34-B and 15th Revised Page 35 and excess baggage charges shown in Rule 19 on 4th Revised Page 37 and 4th Revised Page 38 of Agent J. B. Walker's C. A. B. No. 27, including subsequent revisions and reissues thereof, are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful provisions and charges.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 2, 205 (a), 403, 404 and 1002 thereof, that a hearing in the above-entitled proceeding will be held on March 5, 1957, at 10:00 a. m., e. s. t., in Room E-224, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner Leslie G. Donahue.

Without limiting the scope of the issues to be considered, particular attention will be directed to the following matters:

(a) Are the baggage allowance provisions, and the excess baggage charges of the respondent carriers, applicable to transportation which is entirely within the United States, unjust or unreasonable, unjustly discriminatory, or unduly preferential or unduly prejudicial, or will they be so in the future?

(b) If such baggage allowance provisions, or excess baggage charges, are or will be, unjust or unreasonable, or unjustly discriminatory or unduly preferential or unduly prejudicial, what are, and will be, the lawful baggage allowance provisions and excess baggage charges?

For further details of the issues involved in this proceeding, interested persons are referred to the Order of Investigation (No. E-10191), and the Prehearing Conference Report which are on file in the Civil Aeronautics Board.

Notice is further given that any person, other than a party of record, desiring to be heard regarding the issues involved in this proceeding, must file with the Civil Aeronautics Board on or before March 5, 1957, a statement setting forth the matters of fact or law upon which he desires to be heard. Such person may then appear and participate in the proceeding in accordance with Rule 14 of the Board's rules of practice in economic proceedings.

Dated at Washington, D. C., January 25, 1957.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-701; Filed, Jan. 29, 1957;
8:51 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. F-36]

BABCOCK & WILCOX Co.

NOTICE OF ISSUANCE OF FACILITY EXPORT
LICENSE

Please take notice that the Atomic Energy Commission on January 22, 1957,

NOTICES

issued a license to The Babcock & Wilcox Company authorizing the export of a 5 megawatt pool-type research reactor to the Conselho Nacional de Pesquisas do Brasil, a department of the Brazilian Government, for operation by the University of Sao Paulo; a copy may be inspected in the AEC Public Document Room, 1717 H Street NW., Washington, D. C.

Dated at Washington, D. C., this 22d day of January 1957.

For the Atomic Energy Commission.

H. L. PRICE,
Director,

Division of Civilian Application.

[F. R. Doc. 57-673; Filed, Jan. 29, 1957;
8:45 a. m.]

[Docket No. F-17]

AMF ATOMICS, INC.

NOTICE OF ISSUANCE OF CONSTRUCTION PERMIT

Please take notice that the Atomic Energy Commission on January 22, 1957, issued a construction permit to AMF Atomics, Inc., authorizing the construction of a 5 megawatt, pool-type, industrial research reactor to be located in Plainsboro Township, New Jersey. The construction permit is substantially in the form set forth in the notice of proposed issuance previously published in the FEDERAL REGISTER, 21 F. R. 10522, December 29, 1956; a copy may be inspected in the AEC Public Document Room, 1717 H Street NW., Washington, D. C.

Dated at Washington, D. C., this 22d day of January 1957.

For the Atomic Energy Commission.

H. L. PRICE,
Director,

Division of Civilian Application.

[F. R. Doc. 57-674; Filed, Jan. 29, 1957;
8:45 a. m.]

[Docket No. 50-47]

ORDNANCE MATERIALS RESEARCH OFFICE

NOTICE OF APPLICATION FOR UTILIZATION FACILITY LICENSE

Please take notice that on January 15, 1957, the Ordnance Materials Research Office, Watertown Arsenal, Watertown, Massachusetts, filed an application under section 104 of the Atomic Energy Act of 1954 for a license to construct and operate a light water moderated and cooled, pool-type nuclear reactor designed to operate at 1,000 kilowatts and to be located at the Watertown Arsenal, Watertown, Massachusetts. A copy of the application is available for public inspection in the AEC Public Document Room located at 1717 H Street NW., Washington, D. C.

Dated at Washington, D. C., this 23d day of January 1957.

For the Atomic Energy Commission.

FRANK K. PITTMAN,
Deputy Director,

Division of Civilian Application.

[F. R. Doc. 57-675; Filed, Jan. 29, 1957;
8:45 a. m.]

FEDERAL POWER COMMISSION

[Project No. 935]

PACIFIC POWER & LIGHT CO.

NOTICE OF APPLICATION FOR ORDER AUTHORIZING INSTALLATION OF ADDITIONAL GENERATING UNIT AND FOR APPROVAL OF PLANS

JANUARY 23, 1957.

Public notice is hereby given that Pacific Power & Light Company, of Portland, Oregon, has filed application under the Federal Power Act (16 U. S. C. 791a-825r) for order authorizing installation

of an additional 55,000-horsepower generating unit in its water-power Project No. 935, located on Lewis River in Clark and Cowlitz Counties, Washington, and for approval of plans for such unit. Applicant intends to operate the project power plant after installation of the third unit so that the rate of rise of the Lewis River will be no greater than that experienced with two units.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last date upon which protests or petitions may be filed is March 4, 1957. The application is on file with the Commission for public inspection.

[SEAL]

LEON M. FUQUAY,
Secretary.

[F. R. Doc. 57-677; Filed, Jan. 29, 1957;
8:46 a. m.]

GENERAL SERVICES ADMINISTRATION

REPORT OF PURCHASES UNDER DOMESTIC PURCHASE REGULATIONS (OPERATING ON DELEGATION OF AUTHORITY BY DEPARTMENT OF INTERIOR UNDER PL '733)

NOVEMBER 30, 1956.

Material	Termination date of program	Unit of measure	Total limitation	Interim limitation	Quantity purchases	
					During November	Inception to Nov. 1956
Asbestos.....	Dec. 31, 1958	Short tons, crude Nos. 1 and 2.	2,000	456	0	231
Columbium-tantalum.....	do.	Short tons, crude No. 3.....	2,000	456	0	144
		Pounds, contained combined pentoxide.	250,000	57,176	0	0
Fluorspar.....	do.	Short tons, acid grade.....	250,000	57,173	0	0
Tungsten.....	do.	Short ton units, tungsten trioxide.	1,250,000	285,872	107,622	185,324

FRANKLIN G. FLOETE,
Administrator.

Dated: January 23, 1957.

[F. R. Doc. 57-708; Filed, Jan. 29, 1957; 8:53 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 149]

MOTOR CARRIER APPLICATIONS.

JANUARY 25, 1957.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers and by brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, pages 7339, 7340, § 1.241, September 26, 1956.)

All hearings will be called at 9:30 o'clock a. m., United States Standard Time, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 263 (Sub No. 87), filed December 31, 1956, GARRETT FREIGHT-

LINES, INC., 1055 Pole Line Road, P. O. Box 349, Pocatello, Idaho. Applicant's representative: Maurice H. Greene, P. O. Box 1554, Boise, Idaho. For authority to operate as a common carrier, over regular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment, between Farmington, N. Mex., and Albuquerque, N. Mex., from Farmington over New Mexico Highway 17 to junction New Mexico Highways 17 and 44 at Bloomfield, N. Mex., thence over New Mexico Highway 44 to its junction with U. S. Highway 85 at Bernalillo, N. Mex., thence over U. S. Highway 85 to Albuquerque, N. Mex., and return over the same routes, serving all intermediate points. Applicant is authorized to conduct similar operations in Idaho, Montana, California, Utah, Nevada, Oregon, Wyoming, Colorado, and New Mexico.

HEARING: March 12, 1957, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 87.

No. MC 531 (Sub No. 72) (Amended), published September 19, 1956, at page 7035, filed September 5, 1956, YOUNGER BROTHERS, INC., 4904 Griggs Rd., P. O. Box 14287, Houston, Tex. Applicant's representative: Ewell H. Muse, Jr., Suite 415 Perry Brooks Bldg., Austin, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, (except asphalt and asphalt compounds), in bulk, in tank vehicles, between Baton Rouge, La., and points within 10 miles thereof, on the one hand, and, on the other, points in Concordia, Catahoula, Tensas, Franklin, Caldwell, Madison, Richland, Ouachita, East Carroll, West Carroll and Morehouse Parishes, La. Applicant is authorized to conduct similar operations in Louisiana, Texas, Arkansas, Alabama, Georgia, Mississippi, and Tennessee.

NOTE: The application, as amended, provides for the traversal of a portion of Mississippi in performing the proposed operations, and restricts the commodity description against the transportation of asphalt and asphalt compounds.

HEARING: March 15, 1957, at the Jung Hotel, New Orleans, La., before Joint Board No. 28.

No. MC 531 (Sub No. 78), filed January 22, 1957, YOUNGER BROTHERS, INC., P. O. Box 14287, 4904 Griggs Rd., Houston, Tex. Applicant's representative: Ewell H. Muse, Jr., 415 Perry Brooks Bldg., Austin, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Water*, in tank vehicles, between points in Apache, Navajo and Coconino Counties, Ariz.; San Juan, Kane, and Garfield Counties, Utah; Montezuma, La Plata, San Miguel and Dolores Counties, Colo.; and San Juan, McKinley, and Rio Arriba Counties, N. Mex.

HEARING: February 26, 1957, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Examiner James C. Cheseldine.

No. MC 1872 (Sub No. 41), filed January 14, 1957, ASHWORTH TRANSFER, INC., 1526 South 6th West Street, Salt Lake City, Utah. Applicant's representative: Stockton, Linville and Lewis, The 1650 Grant Street Bldg., Denver 3, Colo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Contractors' equipment, materials, and supplies, and building materials* as defined by the Commission, but excluding petroleum products, in bulk, in tank vehicles, between points in Utah and points in Sweetwater and Uintah Counties, Wyo. Applicant is authorized to conduct operations in Utah, Nevada, Wyoming, and Idaho.

HEARING: March 21, 1957, at the Utah Public Service Commission, Salt Lake City, Utah, before Joint Board No. 280.

No. MC 9115 (Sub No. 46), filed January 7, 1957, OREGON NEVADA CALIFORNIA FAST FREIGHT, INC., 675 Brannan St., San Francisco, Calif. Applicant's representative: William B. Adams, Pacific Bldg., Portland 4, Oreg. For authority to operate as a *common carrier*, transporting: *General commodities, including household goods as de-*

finied by the Commission, but excepting those of unusual value (not including ore concentrates), Class A and B explosives, commodities in bulk, and commodities requiring special equipment, serving points within fifteen (15) miles of Keno, Oreg. as off-route points in connection with applicant's regular route operations between Ashland, Oreg. and Klamath Falls, Oreg. over Oregon Highway 66. Applicant is authorized to conduct operations in Oregon, California, and Nevada.

HEARING: March 18, 1957, at 538 Pittock Block, Portland, Oreg., before Joint Board No. 172.

No. MC 20372 (Sub No. 10), filed December 28, 1956, J. W. CARTAGE CO., 4170 N. First St., Milwaukee 12, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: *Perlite, vermiculite, volcanic ash and derivatives thereof*, (as more fully described in the application), from Milwaukee, Wis., to points in Allamakee, Clayton, Delaware, Dubuque, Linn, Jones, Des Moines, Henry, Jackson, Clinton, Cedar, Johnson, Muscatine, Scott, Louis, and Lee Counties, Iowa.

NOTE: Applicant is authorized to conduct operations under Permit No. MC 37513. Section 210 may be involved.

HEARING: March 6, 1957, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 111.

No. MC 20697 (Sub No. 30), filed December 31, 1956, THE WILLET COMPANY, 700 S. Desplaines, Chicago, Ill. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Vitamin B12 extract*, (as more fully described in the application), in bulk, in tank vehicles, from Milwaukee, Wis., to Bradley, Ill.

NOTE: Applicant is authorized to conduct operations under Certificate No. MC 66462 (Sub No. 5). Section 210 may be involved.

HEARING: March 4, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 13.

No. MC 24211 (Sub No. 6), filed January 9, 1957, AL SCANNAVINO, doing business as AL SCANNAVINO TRUCKING CO., 5463 Cherokee Lane, Stockton, Calif. Applicant's representative: Edward M. Berol, 100 Bush St., San Francisco 4, Calif. For authority to operate as a *common carrier*, over irregular routes, transporting: *Cottonseed cake and cottonseed pellets*, from Kingsburg and Corcoran, Calif., to ranches located at or near Tuscarora, Nev., approximately 86 miles south of Elko, Nev., and to ranches located approximately 35 miles north of Golconda, Nev. Applicant is authorized to transport grain and beans, feed, and wine, between specified points in California.

HEARING: March 25, 1957, in Room 226, Old Mint Bldg., Fifth and Mission Sts., San Francisco, Calif., before Joint Board No. 78.

No. MC 29566 (Sub No. 46), filed January 7, 1957, SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. For authority to operate as a *common carrier*, over irregular routes, transporting: *Building materials,*

as described by the Commission, from Memphis, Tenn., to points in Missouri. Applicant is authorized to transport same commodities in Illinois and Missouri.

HEARING: March 8, 1957, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 311.

No. MC 30311 (Sub No. 12), filed January 9, 1957, FREIGHT, INC., 408 Wellington St., P. O. Box 1311, Akron, Ohio. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, livestock, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of the new Euclid Division Plant of General Motors Corporation located on Ohio Highway 91 near Darrowville, Summit County, Ohio, as an off-route point in connection with applicant's authorized regular route operations from and to Akron, Ohio, and from and to Cleveland, Ohio. Applicant is authorized to transport similar commodities in Illinois, Indiana, Iowa, Ohio, and Nebraska.

HEARING: March 6, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 117.

No. MC 31600 (Sub No. 415), filed January 14, 1957, P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary St., Waltham, Mass. Applicant's representative: H. C. Ames, Jr., 216 Transportation Bldg., Washington, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Benzyl chloride*, in bulk, in special nickel-lined, shipper-owned tank trailers, from Fords, N. J. to Cincinnati and Reading, Ohio, and trailers on return. Applicant is authorized to transport similar commodities in Rhode Island, Massachusetts, New Hampshire, Vermont, and New Jersey.

HEARING: March 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 31600 (Sub No. 417), filed January 14, 1957, P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary St., Waltham, Mass. Applicant's representative: H. C. Ames, Jr., 216 Transportation Bldg., Washington, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Grain Alcohol*, in bulk, in bonded heresite lined tank semi-trailers, from Hartford, Conn., to Cockeysville, Md. Applicant is authorized to conduct operations in New York, Massachusetts, New Hampshire, Vermont, New Jersey, Pennsylvania, Delaware, Connecticut, and Rhode Island.

HEARING: March 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 31600 (Sub No. 418), filed January 14, 1957, P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary St., Waltham, Mass. Applicant's representative: H. C. Ames, Jr., 216 Transportation Bldg., Washington, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting:

Chlorosulfonic acid, in bulk, in tank vehicles, from Kearny, N. J. to Baltimore, Md., and Lock Haven and Philadelphia, Pa. Applicant is authorized to conduct operations in Massachusetts, New York, Connecticut, Maine, New Hampshire, Vermont, and Rhode Island.

NOTE: Applicant states that above commodity will be transported in Type 316 stainless steel tank vehicles built to conform to the Interstate Commerce Commission specification MC-311.

HEARING: March 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 40302 (Sub No. 22), filed January 14, 1957, **FEDERAL EXPRESS, INC.**, 577 West Ray Street, Indianapolis, Ind. Applicant's representative: Ferdinand Born, 706-708 Chamber of Commerce Bldg., Indianapolis 4, Ind. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Louisville, Ky., and the plant site of the Clayton & Lambert Manufacturing Company near Buckner, Ky., (a) from Louisville over U. S. Highway 42 to junction Buckner Road, thence over Buckner Road to the plant site of the Clayton & Lambert Manufacturing Company near Buckner, and return over the same route, serving no intermediate points, and (b) from Louisville, Ky., over U. S. Highway 42 to junction Kentucky Highway 22, thence over Kentucky Highway 22 to junction Kentucky Highway 146, thence over Kentucky Highway 146 to the plant site of the Clayton & Lambert Manufacturing Company near Buckner, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Michigan, Missouri, and Ohio.

HEARING: March 6, 1957, at the Department of Motor Transportation, State Office Building, Frankfort, Ky., before Joint Board No. 155.

No. MC 43177 (Sub No. 25), filed January 17, 1957, **B & I MOTOR FREIGHT, INC.**, 501 North Rogers Street, Bloomington, Ind. Applicant's representative: Ferdinand Born, 708 Chamber of Commerce Building, Indianapolis 4, Ind. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment; between Louisville, Ky., and the plant site of the Clayton & Lambert Manufacturing Company near Buckner, Ky., (a) from Louisville over U. S. Highway 42 to junction Buckner Road, thence over Buckner Road to the plant site of the Clayton & Lambert Manufacturing Company near Buckner, and return over the same route, serving no intermediate points; and (b) from Louisville over U. S. Highway 42 to junction Kentucky Highway 22, thence over Kentucky Highway 22 to junction

Kentucky Highway 146, thence over Kentucky Highway 146 to the plant site of the Clayton & Lambert Manufacturing Company near Buckner, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Illinois, Indiana, and Kentucky.

HEARING: March 6, 1957, at the Department of Motor Transportation, State Office Building, Frankfort, Ky., before Joint Board No. 155.

No. MC 45875 (Sub No. 6), filed January 10, 1957, **FILM SERVICE, INC.**, 1032 North 8th St., Milwaukee 3, Wis. Applicant's representative: William C. Dineen, 341 Empire Bldg., 710 N. Plankinton Ave., Milwaukee 3, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: *Newspapers, magazines, periodicals, books and dated publications, and empty containers or other such incidental facilities* (not specified) used in transporting the aforementioned commodities, (1) between Milwaukee, Wis., on the one hand, and, on the other, points in Wisconsin, except points in Bayfield, Douglas, Ashland, Washburn, Sawyer, Barron, Chippewa, Polk, Burnett, St. Croix, Pierce, Dunn, Buffalo, Rusk, Eau Claire, Pepin and Trempealeau Counties, Wis., (2) between Milwaukee, Wis., on the one hand, and, on the other, points in the Upper Peninsula of Michigan.

HEARING: March 5, 1957, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 95.

No. MC 48958 (Sub No. 31), filed November 26, 1956, **ILLINOIS-CALIFORNIA EXPRESS, INC.**, 510 East 51st Avenue, Denver 16, Colo. Applicant's representative: Donovan N. Hoover, P. O. Box 897, Santa Fe, N. Mex. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between junction U. S. Highway 66 and New Mexico Highway 53, west of Grants, N. Mex., and the Rio Del Oro Mine Shaft in the Ambrosia Lake Mining Area, N. Mex. from junction U. S. Highway 66 and New Mexico Highway 53, west of Grants, N. Mex., north 13½ miles over New Mexico Highway 53 to junction unnumbered McKinley County road, thence northwest 7½ miles over unnumbered McKinley County road to junction Rio Del Oro and Sabre-Pinion private roads, thence northwest 6 miles over the Rio Del Oro and Sabre-Pinion private roads to the Rio Del Oro Mine Shaft in the Ambrosia Lake Mining Area, and return over the same route, serving all intermediate points, and all off-route points within 5 miles of the indicated portions of the above-specified highways and County road and private roads. The operations proposed are all in the Ambrosia Lake Mining Area in McKinley and Valencia Counties, N. Mex. Applicant is authorized to conduct operations in Arizona, California, Colorado, Illinois, Indiana, Iowa, Nebraska, Nevada, New Mexico, and Wyoming.

HEARING: March 11, 1957, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 87.

No. MC 52465 (Sub No. 18), filed December 3, 1956, **WESTERN EXPRESS**, a corporation, 2300 Ninth Avenue North, Great Falls, Mont. Applicant's representative: Randall Swanberg, 527-529 Ford Building, Great Falls, Mont. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, including *Class A and B explosives*, but excluding articles of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Great Falls, Mont., and the plant of the Cochrane Dam Site, located approximately 8 to 10 miles northeast of Great Falls, Mont., from Great Falls over U. S. Highway 87 to junction unnumbered county road, thence over said unnumbered county road, designated as Portage Coulee Road, to junction unnumbered highways and thence over said unnumbered highways to Cochrane Dam Site and return over the same route, serving no intermediate points, but serving points within five (5) miles of the Cochrane Dam Site as off off-route points. Applicant is authorized to conduct operations in Montana.

HEARING: March 12, 1957, at the Council Chambers, Civic Center, Great Falls, Mont., before Joint Board No. 82.

No. MC 55811 (Sub No. 32), filed December 26, 1956, **GRAIG TRUCKING, INC.**, Albany, Ind. Applicant's representative: Howell Ellis, 520 Illinois Bldg., Indianapolis, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Dry chemicals*, in bulk, from Detroit, Mich. and points within fifteen (15) miles of Detroit, to points in Illinois, Indiana, and Ohio.

HEARING: March 5, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 56244 (Sub No. 18), filed January 2, 1957, **KUHN TRANSPORTATION COMPANY, INC.**, R. D. #2, Gardners, Pa. Applicant's representative: John W. Frame, 603 North Front Street, Harrisburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Canned goods, and Vinegar*, from Martinsburg, W. Va., and Winchester, Va., to points in Illinois, Indiana, Iowa, Michigan and Missouri. Applicant is authorized to transport similar commodities in the States of Maryland, Pennsylvania, Ohio, New York, New Jersey, West Virginia, Illinois, Indiana, Kentucky, and Michigan.

HEARING: March 6, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 63562 (Sub No. 27), filed January 11, 1957, **NORTHERN PACIFIC TRANSPORT COMPANY**, 176 E. Fifth St., St. Paul, Minn. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities

requiring special equipment, between Lewiston, Idaho and Pasco, Wash. over U. S. Highway 410, serving all intermediate points and the off-route points of Milton, Oreg. and Freewater, Oreg. Applicant is authorized to conduct operations in Washington, Montana, North Dakota, and Idaho.

HEARING March 14, 1957, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 81.

No. MC 71460 (Sub. No. 3) filed January 14, 1957, SOUTHERN FORWARDING CO., a corporation, 728 Alston Ave., Memphis 2, Tenn. Applicant's representative: Robert W. Brunow, 1511-1516 Kentucky Home Life Bldg., Louisville 2, Ky. For authority to operate as a *common carrier* over irregular routes, transporting: *General commodities*, except those of unusual value, livestock, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the off-route point of the Clayton & Lambert Manufacturing Company plant site, located near Buckner, Ky., in connection with applicant's authorized regular route operations between Memphis, Tenn., and Louisville, Ky. Applicant is authorized to transport similar commodities in Kentucky and Tennessee.

HEARING March 6, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 105.

No. MC 73587 (Sub No. 140) filed January 11, 1957, ELLIOTT BROTHERS TRUCKING COMPANY, INC., North Aurora St., Easton, Md. Applicant's representative: Glenn F. Morgan, 1006-1008 Warner Bldg., Washington 4, D. C. For authority to operate as a *common carrier* over irregular routes, transporting: *Frozen foods, including fruits, meats, seafoods, vegetables, berries, juices and combinations or mixtures thereof*, cooked or raw from Baltimore and Pocomoke, Md., to points in Maine, New Hampshire and Vermont. Applicant is authorized to transport similar commodities in Delaware, Maryland, Virginia, Connecticut, Massachusetts, Rhode Island, Maine, New Hampshire, and Vermont.

HEARING March 7, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 76032 (Sub No. 108) filed January 14, 1957, NAVAJO FREIGHT LINES, INC., 1205 So. Platte River Drive, Denver 23, Colo. Applicant's representative: O. Russell Jones, P. O. Box 1437 Santa Fe, N. Mex. For authority to operate as a *common carrier* over regular routes, transporting: *General commodities, including Class A and B explosives*, but excluding commodities of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and commodities requiring refrigeration, (1) between Roswell, N. Mex., and Dallas, Tex., from Roswell over U. S. Highway 380 to junction of U. S. Highway 180 near Lueders, Tex., thence over U. S. Highway 180 to Fort Worth, Tex., thence over U. S. Highway 80 to Dallas, Tex., and return

over the same route, serving all intermediate points; (2) between Roswell, N. Mex., and Dallas, Tex., from Roswell, over U. S. Highway 380 to junction of U. S. Highway 84 at or near Post, Tex., thence over U. S. Highway 84 to junction of U. S. Highway 180 at or near Snyder, Tex., thence over U. S. Highway 180 to Fort Worth, Tex., thence over U. S. Highway 80 to Dallas, Tex., and return over the same route, serving all intermediate points; (3) between Roswell, N. Mex., and Dallas, Tex., from Roswell over U. S. Highway 380 to the junction of U. S. Highway 84 at or near Post, Tex., thence over U. S. Highway 84 to the junction of U. S. Highway 80 at or near Abilene, Tex., thence over U. S. Highway 80 to Dallas, Tex., and return over the same route, serving all intermediate points; (4) between Roswell, N. Mex., and Dallas, Tex., from Roswell, over U. S. Highway 380 to the junction of New Mexico Highway 18 at or near Tatum, N. Mex., thence over New Mexico Highway 18 to the junction of U. S. Highway 180 at or near Hobbs, N. Mex., thence over U. S. Highway 180 to Fort Worth, Tex., thence over U. S. Highway 80 to Dallas, Tex., and return over the same route, serving all intermediate points. Applicant is authorized to transport similar commodities in New Mexico and Colorado.

HEARING March 18, 1957, at 119 East Fifth Street, Roswell, N. Mex., before Joint Board No. 33.

No. MC 95540 (Sub No. 284) filed January 11, 1957, WATKINS MOTOR LINES, INC., Cassidy Road, P. O. Box 785, Thomasville, Ga. Applicant's representative: Joseph H. Blackshear, Gainesville, Ga. For authority to operate as a *common carrier*, over irregular routes, transporting: *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat-packing houses*, from St. Louis, Mo., and points in the East St. Louis, Ill., Commercial Zone, as defined by the Commission, to points in Alabama, Georgia, and South Carolina. Applicant is authorized to transport similar commodities in the States of Alabama, Arizona, Arkansas, California, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING March 14, 1957, at the Peachtree-Seventh Building, 50 Seventh Street, NE., Atlanta, Ga., before Examiner Richard Yardley

No. MC 99210 (Sub No. 2) filed January 16, 1957, DONALD BATHEL, Claremont, Minn. For authority to operate as a *common carrier* over irregular routes, transporting: *Butter* from points in Waseca County Minn., to Rochester and Owatonna, Minn. Applicant is authorized to conduct operations in Minnesota.

HEARING March 8, 1957, at the Federal Court Building, Marquette Ave., South and Third Sts., Minneapolis, Minn., before Joint Board No. 145.

No. MC 103993 (Sub No. 81) filed January 11, 1957, MORGAN DRIVE-

AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's representative: John E. Lesow, 3737 North Meridian St., Indianapolis 8, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, by the truckaway method, from points in Florida, except Lake City Dade City, and Clearwater, Fla., to points in the United States, except Mt. Clemens, Detroit, and Flint, Mich. Applicant is authorized to conduct operations throughout the United States.

HEARING March 6, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 104340 (Sub No. 131), filed January 12, 1957, LEAMAN TRANSPORTATION COMPANY, INC., 520 E. Lancaster Ave., Downingtown, Pa. Applicant's representatives: John R. Sims, Jr., and Gerald L. Phelps, Munsey Bldg., Washington 4, D. C. For authority to operate as a *common carrier* over irregular routes, transporting: *Petroleum and petroleum products* in bulk, in tank vehicles, from Canton, Ohio to points in Armstrong, Cambria, Clearfield, Fayette, Greene, Indiana, Jefferson, Somerset, Washington and Westmoreland Counties, Pa. Applicant is authorized to transport similar commodities in Ohio, Pennsylvania, New York, West Virginia, Connecticut, and Massachusetts.

HEARING February 27, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 59.

No. MC 106373 (Sub No. 23) filed January 7, 1957, THE SERVICE TRANSPORT CO., a corporation, 11910 Harvard Avenue, Cleveland, Ohio. Applicant's representative: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. For authority to operate as a *common carrier* transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving the site of the new Euclid Division Plant of the General Motors Corporation located near Darrowville, Summit County Ohio, as an off-route point in connection with applicant's authorized regular route operations to and from Akron, Ohio. Applicant is authorized to transport similar commodities in Michigan, New York, Ohio, and Pennsylvania.

HEARING March 6, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 117.

No. MC 107640 (Sub No. 34) filed January 3, 1957, MIDWEST TRANSFER COMPANY OF ILLINOIS, a Corporation, 7000 South Pulaski Road, Chicago 29, Ill. Applicant's representative: Charles W. Singer, 1825 Jefferson Place, NW., Washington 6, D. C. For authority to operate as a *contract carrier* over irregular routes, transporting: *Building materials, and materials, machinery and supplies* used in the manufacture and distribution of building materials, including returned skids and pallets, between Dubuque, Iowa and Sunbury Pa., on the one hand, and, on the other,

points in Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Applicant is presently authorized to conduct contract operations under Permit No. MC 107640 and sub numbers thereunder. Application pending in No. MC 114021 and Sub No. 1 to change from contract to common. Applicant filed application in No. MC 114021 Sub No. 2 as a common carrier for the same authority applied for above. Dual operations and common control may be involved.

HEARING March 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 110940 (Sub No. 18) filed January 7, 1957, **ROBINS TRANSFER COMPANY, INC.**, P. O. Box 36, Powderly Station, Birmingham, Ala. Applicant's representative: Bennett T. Waites, Jr., 531-34 Frank Nelson Bldg., Birmingham 3, Ala. For authority to operate as a common carrier over irregular routes, transporting: *Benzol*, in bulk, in tank vehicles, from Chattanooga, Tenn., to Tuscaloosa, Ala. Applicant is authorized to transport similar commodities in Alabama, Georgia, Florida, Tennessee, Mississippi, Kentucky, Louisiana, North Carolina, South Carolina, and Arkansas.

HEARING March 18, 1957, at the Hotel Thomas Jefferson, Birmingham, Ala., before Joint Board No. 239.

No. MC 114021 (Sub No. 2) filed December 3, 1956, **MIDWEST TRANSFER COMPANY OF ILLINOIS**, a Corporation, 7000 South Pulaski Road, Chicago 29, Ill. Applicant's representative: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D. C. For authority to operate as a common carrier over irregular routes, transporting: *Building materials, and materials, machinery and supplies* used in the manufacture and distribution of building materials, including returned skids and pallets, between Dubuque, Iowa and Sunbury Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Applicant is presently authorized to conduct contract operations under Permit No. MC 107640 and sub numbers thereunder. Application pending in No. MC 114021 and Sub No. 1 to change from contract to common. Applicant filed application in No. MC 107640 Sub No. 34 as a contract carrier for the same authority as applied for above. Dual operations and common control may be involved.

HEARING March 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 14362 (Sub No. 4) filed January 16, 1957, **H. A. PIERCE**, doing business as **PIERCE TRUCK LINES**, Free-

born, Minn. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. For authority to operate as a common carrier, over irregular routes, transporting: *Manufactured fertilizer*, in bulk, between Mason City, Iowa and Fairfax, Minn. Applicant is authorized to conduct operations in Iowa and Minnesota.

HEARING March 8, 1957, at the Federal Court Building, Marquette Ave., South and Third Sts., Minneapolis, Minn., before Joint Board No. 146.

No. MC 115523 (Sub No. 13) filed January 10, 1957, **CLARK TANK LINES COMPANY**, a Corporation, 1450 Beck Street, Salt Lake City, Utah. For authority to operate as a common carrier over irregular routes, transporting: *Nitric acid*, in bulk, in tank vehicles, from Pinole, Calif., to Moab, Utah.

NOTE: Applicant has authority as a contract carrier in Permit No. MC 105682 (Sub No. 2) dated January 10, 1950 to transport petroleum crude oil from Rangely, Colo., to Woods Cross, Utah. Dual operations (section 210) may be involved.

HEARING March 20, 1957, at the Utah Public Service Commission, Salt Lake City Utah., before Joint Board No. 30.

No. MC 115556 (Sub No. 2) filed January 7, 1957, **DOUGLAS DEWITT**, 215 Madison Street, Oconto, Wis. Applicant's representative: Claude J. Jasper, One West Main St., Madison 3, Wis. For authority to operate as a common carrier over irregular routes, transporting: (1) *Lumber and Sawdust*, between Oconto, Wis., on the one hand, and, on the other, points in the Upper Peninsula of Michigan, and (2) *Coal*, from Menomonee, Mich., to Oconto, Wis. Applicant is authorized to transport lumber and sawdust, under Certificate No. MC 115556, in the States of Wisconsin, Minnesota, Iowa, Illinois, Indiana, Ohio, and the Lower Peninsula of Michigan.

HEARING March 5, 1957, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 95.

No. MC 115745 (Sub No. 3) filed January 14, 1957, **LELAND F. THOMPSON**, P. O. Box 701, Pilot Rock, Oreg. Applicant's representative: Arthur R. Barrows, Pilot Rock, Oreg. For authority to operate as a contract carrier over irregular routes, transporting: *Wood chips*, in bulk, in specially equipped van-type trailers, from plant site of Jaymar Company mill, approximately two (2) miles northeast of Walla Walla, Wash., to plant site of Potlatch Forests, Inc., Lewiston, Idaho. *Empty containers or other such incidental facilities* used in transporting the commodity specified, on return. Applicant is authorized to transport bulk wood chips from the same origin to Pilot Rock, Oregon.

HEARING March 18, 1957, at 538 Pittock Block, Portland, Oreg., before Joint Board No. 81.

No. MC 116122 (Amended) filed July 27, 1956, **BILL-CASE TRAVEL, INC.**, (formerly entitled: **WALLACE PREZANT** doing business as **BILL CASE TRAVEL COMPANY**) 181 Seventh Ave., New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway New York 6, N. Y. For authority to oper-

ate as a common carrier, over irregular routes, transporting: *Automobiles* by independent drivers not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. Published at page 6530 issue of August 29, 1956, as above.

HEARING February 4, 1957, at 346 Broadway, New York, N. Y., before Examiner Alton R. Smith.

No. MC 116126 (Amended) filed July 27, 1956, **NATIONAL CAR TRAVEL, INC.**, (formerly entitled: **HARMON SERVICE CORP.**, doing business as **NATIONAL CAR TRAVEL**), 1535 Undercliff Ave., Bronx, New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Automobiles* by independent drivers, not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. Published at page 6531, issue of August 29, 1956, as above.

HEARING February 4, 1956, at 346 Broadway New York, N. Y., before Examiner Alton R. Smith.

No. MC 116355, filed December 17, 1956, **BERT HANSON**, Le Roy Minn. For authority to operate as a common carrier over a regular route, transporting: *Farm machinery*, assembled and unassembled, such as tractors, plows, discs, combines, corn pickers, elevators and other pertinent farm implements, and *repair or replacement parts* for the aforementioned machinery crated and uncrated; *processed commercial fertilizer and animal commercial feeds*, as more fully described in the application, from Le Roy Minn., to Mason City and Waterloo, Iowa, (1) from Le Roy over Minnesota Highway 56 to junction unnumbered highway thence over unnumbered highway to the Minnesota-Iowa State line, thence over Iowa Highway 312 to junction Iowa Highway 9, thence over Iowa Highway 9 to junction U. S. Highway 65, thence over U. S. Highway 65 to Mason City serving no intermediate points; and (2) from Le Roy over Minnesota Highway 56 to junction U. S. Highway 63, thence over U. S. Highway 63 to Waterloo, serving no intermediate points.

NOTE: Applicant proposes to proceed to either Mason City or Waterloo, Iowa, empty, and pick up his return load of the commodities indicated above.

HEARING March 7, 1957, at the Federal Court Building, Marquette Avenue, South and Third Sts., Minneapolis, Minn., before Joint Board No. 146.

No. MC 116368, filed December 28, 1956, **L. W. JOHNSON** and **PAUL S. JOHNSON**, doing business as **JOHNSON TRANSFER CO.**, Basin, Wyo. Applicant's representative: Jerome Anderson, Electric Bldg., Billings, Mont. For authority to operate as a common carrier over irregular routes, transporting: *Uranium Ore*, between points in Carbon and Big Horn Counties, Mont., and Big Horn County Wyoming.

Household goods and general commodities, except those of unusual value, Class A and B explosives, livestock, commodities in bulk, and commodities requiring special equipment, between Kansas City, Kans., and Wichita, Kans., from Kansas City, Kans., over city streets to junction Kansas Turnpike, and thence over the Kansas Turnpike to Wichita, and return over the same route, as an alternate route for operating convenience only, serving no intermediate points but with service for the purpose of joinder only in connection with applicant's authorized regular route operations between Kansas City, Mo., and Wichita, Kans., Kansas City, Mo., and Denver, Colo., Lawrence, Topeka, Emporia, and El Dorado, Kans., junction U. S. Highway 24 and Kansas Turnpike near Lawrence, Kans., junction U. S. Highway 24 and Kansas Turnpike near Topeka, Kans., junction U. S. Highway 56 (formerly U. S. Highway 50N), and Kansas Turnpike, and junction U. S. Highway 50 (formerly U. S. Highway 50S) and Kansas Turnpike near Emporia, Kans. Applicant is authorized to conduct operations in Washington, Oregon, California, Nevada, Arizona, Utah, Idaho, Montana, Wyoming, Colorado, Kansas, Nebraska, Missouri, Illinois, and Indiana.

No. MC 1824 (Sub No. 30), filed January 11, 1957, PRESTON TRUCKING COMPANY, INC., 151 Easton Blvd., Preston, Md. Applicant's representative: John R. Norris, Fidelity Bldg., Baltimore 1, Md. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Richmond, Va., and Newport News, Va.: from Richmond over U. S. Highway 60 to Newport News, and return over the same route, serving the termini but not serving any intermediate points. Applicant is authorized to transport general commodities with same exceptions as above, in Maryland, New York, Delaware, Virginia, Pennsylvania, Massachusetts, New Jersey, Connecticut, and the District of Columbia.

Note: Applicant holds authority in MC 1824 to transport same commodities between Richmond and Newport News over U. S. Highways 1 and 460 (via Norfolk, Va., and the ferry).

No. MC 2202 (Sub No. 155), filed November 28, 1956, ROADWAY EXPRESS, INC., P. O. Box 471, 147 Park Street, Akron, Ohio. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue, N.W., Washington 6, D. C. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Louisville, Ky., and Mt. Vernon, Ky., from Louisville over U. S. Highway 60 to junction Kentucky Highway 151, thence over Kentucky Highway 151 to junction Kentucky Highway 35 at Alton, Ky., thence over Kentucky Highway 35 to junction U. S.

Highway 150 at Danville, Ky., thence over U. S. Highway 150 to Mt. Vernon, and return over the same route, serving no intermediate points, and with service at Mt. Vernon, and all junctions for purposes of joinder only, as an alternate route, for operating convenience only, in connection with applicant's authorized regular route operations between (1) Cincinnati, Ohio and Chattanooga, Tenn., (2) Cleveland, Ohio, and Memphis, Tenn., (3) South Bend, Ind., and Louisville, Ky. Applicant is authorized to conduct operations in Alabama, Delaware, Georgia, Illinois, Indiana, Kansas, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

No. MC 4172 (Sub No. 3), filed December 11, 1956, WALTER W. PATTERSON, doing business as WILLIAM PATTERSON & SON, 606-8 Clinton St., Hoboken, N. J. Applicant's representative: Edward F. Bowes, 1060 Broad St., Newark 2, N. J. For authority to operate as a contract carrier, over irregular routes, transporting: *Artists', drafting and reproduction materials, and precision and scientific instruments* from Teterboro, N. J. to New York, N. Y.; *materials, equipment, and supplies used in the manufacture of artists', drafting and reproduction materials, and precision and scientific instruments*, except those requiring special equipment, and damaged or returned shipments of *artists', drafting and reproduction materials, and precision and scientific instruments*, from New York, N. Y. to Teterboro, N. J.

No. MC 22229 (Sub No. 22), filed November 2, 1956, TERMINAL TRANSPORT COMPANY, INC., 180 Harriett Street SE., Atlanta, Ga. Applicant's representative: Reuben G. Crimm, Eight-O-Five Peachtree Street Bldg., Atlanta 8, Ga. For authority to operate as a common carrier, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Birmingham, Ala., and Horse Cave, Ky., as follows: from Birmingham over Alabama Highway 38 to junction U. S. Highway 231, thence over U. S. Highway 231 to Scottsville, Ky., thence over U. S. Highway 31E to junction Kentucky Highway 218, approximately two (2) miles north of Bear Wallow, Ky., thence over Kentucky Highway 218 to Horse Cave, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Birmingham, Ala., and Indianapolis, Ind., and (2) between Atlanta, Ga., and Horse Cave, Ky., as follows: From Atlanta over U. S. Highway 41 to Murfreesboro, Tenn., thence over U. S. Highway 231 to Scottsville, Ky., thence over U. S. Highway 31E to junction Kentucky Highway 218, approximately two (2) miles north of Bear Wallow, Ky., thence over Kentucky Highway 218 to Horse Cave,

and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Atlanta, Ga., and Indianapolis, Ind. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Illinois, Indiana, and Kentucky.

Note: Duplication with present authority to be eliminated.

No. MC 66562 (Sub No. 1331), filed January 16, 1957, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 E. 42d St., New York 17, N. Y. Applicant's representative: James E. Thomas, c/o Alston, Sibley, Miller, Spann & Shackelford, 1220 The Citizens and Southern National Bank Bldg., Atlanta, Ga. For authority to operate as a common carrier, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, between Greenville, S. C. and Pickens, S. C., over South Carolina Highway No. 183. Applicant is authorized to conduct operations throughout the United States.

No. MC 86336 (Sub No. 2), filed September 21, 1956, DABAR HAULAGE COMPANY, INC., 380 Bergen Ave., Jersey City, N. J. Applicant's representative: Edward F. Bowes, 1060 Broad St., Newark 2, N. J. For authority to operate as a contract carrier, over irregular routes, transporting: *Empty iron and steel drums, cans and containers*, from Pennsauken Township, Camden, N. J., to points in Maryland on and east of U. S. Highway 11. Applicant is authorized to conduct operations in Delaware, New Jersey, New York, and Pennsylvania.

No. MC 101126 (Sub No. 59), filed December 14, 1956, STILLPASS TRANSIT COMPANY, INC., 4967 Spring Grove Avenue, Cincinnati 32, Ohio. For authority to operate as a contract carrier, over irregular routes, transporting: *Glycerine*, in bulk, in tank vehicles, from St. Bernard, Ohio to Kankakee, Ill. Applicant is authorized to conduct operations in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Tennessee, and Wisconsin, in the transportation of similar commodities.

Note: Duplication with authorized and pending authority to be eliminated.

No. MC 108651 (Sub No. 9), filed January 15, 1957, ROY B. MOORE, INC., P. O. Box 628, Kingsport, Tenn. Applicant's representative: S. S. Eisen, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Yarns and staple fibre*, from Kingsport, Tenn., to Greenville, Laurens, Taylors and Anderson, S. C., and Spindale, Shelby, Cramerton, Caroleen, Red Springs, Drexel, Hildebran, Thomasville, Durham, Hickory, High Point, Greensboro, Burlington and Spray, N. C., and *empty containers or other such incidental facilities* used in transporting the above-specified commodities from the above-specified destination points to Kingsport, Tenn. Applicant is authorized to conduct regular route operations in New York, and irregular route operations in

No. MC 116310, filed January 9, 1957, CHESTER JOSEPH BARTKO, doing business as BARTKO BUS SERVICE, 7802 Wise Avenue, Baltimore 22, Md. Applicant's representative: Louis H. Fried, 608 Munsey Building, Calvert & Fayette Streets, Baltimore 2, Md. For authority to operate as a *common carrier* over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in charter operations, beginning at points in Maryland, and extending to points in Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky, Ohio, Pennsylvania, Delaware, New Jersey, New York, and the District of Columbia.

HEARING March 5, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter

No. MC 116351, filed December 14, 1956, TRACKLESS TRANSIT INC., 907 S. Orange Ave., East Orange, N. J. Applicant's representative: James F. X. O'Brien, 17 Academy St., Newark 2, N. J. For authority to operate as a *common carrier* over regular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, (1) between Kenilworth, N. J. and New York, N. Y., from junction of Pembroke Drive and Kenilworth Blvd. in Kenilworth, N. J., over Kenilworth Blvd. to Galloping Hill Road, thence over Galloping Hill Road to junction with Chestnut Street in Union, N. J., thence over Chestnut Street to junction with Stuyvesant Avenue in Union, N. J., thence over Stuyvesant Avenue to junction with South Orange Avenue in Newark, N. J., thence over South Orange Avenue to junction with Sanford Street, thence over Sanford Street to junction with Central Avenue in East Orange, N. J., thence over Central Avenue to junction with South Oraton Parkway thence over South Oraton Parkway to junction with access roads to Garden State Parkway entrance 145A in East Orange, N. J., thence over access roads to Garden State Parkway thence over Garden State Parkway to Exit 153A, thence over access roads to junction New Jersey Highway 3 in Clifton, N. J., thence over New Jersey Highway 3 to junction with Depressed Highway in North Bergen, N. J., thence over Depressed Highway to junction with Elevated Highway in Weehawken, N. J., thence over Elevated Highway to the Lincoln Tunnel Plaza in Weehawken, N. J., thence through the Lincoln Tunnel to New York City, N. Y., and return from New York City, N. Y., through the Lincoln Tunnel to the Lincoln Tunnel Plaza in Weehawken, N. J., thence over the Elevated Highway to junction with Depressed Highway thence over Depressed Highway to junction with New Jersey Highway 3 in North Bergen, N. J., thence over New Jersey Highway 3 to junction with access roads to Garden State Parkway entrance 153 in Clifton, N. J., thence over access roads to Garden State Parkway thence over Garden State Parkway to Exit 145A in East Orange, N. J., thence over access roads to junction with service road, thence over service road to junction with Central Avenue in East Orange,

N. J., thence over Central Avenue to junction with Sanford Street, thence over Sanford Street to junction with South Orange Avenue in Newark, N. J., thence over South Orange Avenue to junction with Stuyvesant Avenue, thence over Stuyvesant Avenue to junction with Chestnut Street in Union, N. J., thence over Chestnut Street to junction with Galloping Hill Road, thence over Galloping Hill Road to Kenilworth Blvd. in Kenilworth, N. J., thence over Kenilworth Blvd. to junction with Pembroke Drive in Kenilworth, N. J., serving all intermediate points between junction Pembroke Drive and Kenilworth Blvd. in Kenilworth, N. J., on the one hand, and Garden State Parkway entrance and exit 145A in East Orange, N. J., on the other subject to the restriction that no intermediate points shall be served between Garden State Parkway entrance and exit 145A, on the one hand, and New York City, N. Y., on the other (2) from Kenilworth, N. J. to East Orange, N. J., from junction Kenilworth Blvd. and access roads to Garden State Parkway entrance 138 in Kenilworth, N. J. (being a point on the aforescribed Route 1) over access roads to Garden State Parkway thence over Garden State Parkway to entrance 145A in East Orange, N. J. (being a point on the aforescribed Route 1) serving all intermediate points, and from entrance 145A in East Orange, N. J. to New York, N. Y. as described under (1) (3) from junction Chestnut Street and access roads to Garden State Parkway entrance 139 in Union, N. J., from junction Chestnut Street and access roads to Garden State Parkway entrance 139 in Union, N. J. (being a point on the aforescribed Route 1) over access roads to Garden State Parkway in Union, N. J., serving all intermediate points, and from the junction of Garden State Parkway and access road in Union, N. J., to New York, N. Y. as described under (1) (4) from junction Stuyvesant Avenue and Morris Avenue to Garden State Parkway in Union, N. J., from junction Stuyvesant Avenue and Morris Avenue in Union, N. J. (being a point on the aforescribed Route 1) over Morris Avenue to junction with New Jersey Highway 22, thence over New Jersey Highway 22 to junction with access roads to Garden State Parkway entrance 140 thence over access roads to Garden State Parkway in Union, N. J., serving all intermediate points, and from junction of access road with Garden State Parkway in Union, N. J. to New York, N. Y., as described under (1) (5) from junction Stuyvesant Avenue and Springfield Avenue to Garden State Parkway in Irvington, N. J., from junction of Stuyvesant Avenue and Springfield Avenue in Irvington, N. J. (being a point on the aforescribed Route 1) over Springfield Avenue to junction with Eastern Parkway thence over Eastern Parkway to junction with access roads to Garden State Parkway entrance 143A, thence over access roads to Garden State Parkway in Irvington, N. J., serving all intermediate points, and from junction access road and Garden State Parkway in Irvington, N. J., to New York, N. Y., as described under (1) (6) from East

Orange, N. J. to Borough of Kenilworth, N. J., from a point on the Garden State Parkway at exit 145A in East Orange, N. J. (being a point on the aforescribed Route 1) over the Garden State Parkway to Exit 138, thence over access roads to junction with Kenilworth Blvd. in Kenilworth, N. J. (being a point on the aforescribed Route 1) serving all intermediate points, and from the junction Kenilworth Blvd. and access road in Kenilworth, N. J. over Kenilworth Blvd. to junction of Pembroke Drive, point of beginning in Kenilworth, N. J. described under (1) (7) from Garden State Parkway at Exit 143A to junction of Stuyvesant Avenue and Springfield Avenue in Irvington, N. J., from a point on the Garden State Parkway at Exit 143A in Irvington, N. J. over access roads to junction with Washington Avenue, thence over Washington Avenue to junction with Springfield Avenue, thence over Springfield Avenue to junction with Stuyvesant Avenue (being a point on the aforescribed Route 1) in Irvington, N. J., serving all intermediate points, and from junction Springfield and Stuyvesant Avenues in Irvington, N. J. to point of beginning in Kenilworth, N. J. as described under (1) (8) from Garden State Parkway at Exit 140 to junction of Johnson Place and Stuyvesant Avenue in Union, N. J., from a point on the Garden State Parkway at Exit 140 in Union, N. J. over access roads to junction with Boyd Avenue, thence over Boyd Avenue to junction with Ingersoll Terrace, thence over Ingersoll Terrace to junction with Morris Avenue, thence over Morris Avenue to junction with Johnson Place, thence over Johnson Place to junction with Stuyvesant Avenue (being a point on the aforescribed Route 1) in Union, N. J., serving all intermediate points, and from junction Johnson Place and Stuyvesant Ave. in Union, N. J. over routes described under (1) to point of beginning in Kenilworth, N. J.

HEARING March 11, 1957, at the New Jersey Board of Public Utility Commissioners State Office Bldg., Raymond Blvd., Newark, N. J., before Joint Board No. 3.

No. MC 116356, filed December 17, 1956, E. D. PEARCE, Route 1, Box 210, Lovington, N. Mex. Applicant's representative Howell R. Spear 109 South Main, P. O. Box 203, Lovington, N. Mex. For authority to operate as a *common carrier* over irregular routes, transporting: *Passengers* (Mexican laborers) in seasonal operation between August 1 and January 1 of each year between El Paso, Tex., and farms in Lea County, N. Mex.

HEARING March 15, 1957 at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 33.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 730 (Sub No. 92) filed January 8, 1957, PACIFIC INTERMOUNTAIN EXPRESS COMPANY 299 Adeline St., Oakland, Calif. For authority to operate as a *common carrier* transporting

Household goods and general commodities, except those of unusual value, Class A and B explosives, livestock, commodities in bulk, and commodities requiring special equipment, between Kansas City, Kans., and Wichita, Kans., from Kansas City, Kans., over city streets to junction Kansas Turnpike, and thence over the Kansas Turnpike to Wichita, and return over the same route, as an alternate route for operating convenience only, serving no intermediate points but with service for the purpose of joinder only in connection with applicant's authorized regular route operations between Kansas City, Mo., and Wichita, Kans., Kansas City, Mo., and Denver, Colo., Lawrence, Topeka, Emporia, and El Dorado, Kans., junction U. S. Highway 24 and Kansas Turnpike near Lawrence, Kans., junction U. S. Highway 24 and Kansas Turnpike near Topeka, Kans., junction U. S. Highway 56 (formerly U. S. Highway 50N) and Kansas Turnpike, and junction U. S. Highway 50 (formerly U. S. Highway 50S) and Kansas Turnpike near Emporia, Kans. Applicant is authorized to conduct operations in Washington, Oregon, California, Nevada, Arizona, Utah, Idaho, Montana, Wyoming, Colorado, Kansas, Nebraska, Missouri, Illinois, and Indiana.

No. MC 1824 (Sub No. 30) filed January 11, 1957, PRESTON TRUCKING COMPANY INC., 151 Easton Blvd., Preston, Md. Applicant's representative: John R. Norris, Fidelity Bldg., Baltimore 1 Md. For authority to operate as a common carrier over a regular route, transporting: *General commodities*, except Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Richmond, Va., and Newport News, Va., from Richmond over U. S. Highway 60 to Newport News, and return over the same route, serving the termini but not serving any intermediate points. Applicant is authorized to transport general commodities with same exceptions as above, in Maryland, New York, Delaware, Virginia, Pennsylvania, Massachusetts, New Jersey, Connecticut, and the District of Columbia.

Note: Applicant holds authority in MC 1824 to transport same commodities between Richmond and Newport News over U. S. Highways 1 and 460 (via Norfolk, Va., and the ferry).

No. MC 2202 (Sub No. 155) filed November 28, 1956, ROADWAY EXPRESS, INC., P. O. Box 471, 147 Park Street, Akron, Ohio. Applicant's representative: William O. Turney 2001 Massachusetts Avenue, N.W., Washington 6, D. C. For authority to operate as a common carrier over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Louisville, Ky., and Mt. Vernon, Ky., from Louisville over U. S. Highway 60 to junction Kentucky Highway 151, thence over Kentucky Highway 151 to junction Kentucky Highway 35 at Alton, Ky., thence over Kentucky Highway 35 to junction U. S.

Highway 150 at Danville, Ky., thence over U. S. Highway 150 to Mt. Vernon, and return over the same route, serving no intermediate points, and with service at Mt. Vernon, and all junctions for purposes of joinder only as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations between (1) Cincinnati, Ohio and Chattanooga, Tenn., (2) Cleveland, Ohio, and Memphis, Tenn., (3) South Bend, Ind., and Louisville, Ky. Applicant is authorized to conduct operations in Alabama, Delaware, Georgia, Illinois, Indiana, Kansas, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

No. MC 4172 (Sub No. 3) filed December 11, 1956, WALTER W PATTERSON, doing business as WILLIAM PATTERSON & SON, 606-8 Clinton St., Hoboken, N. J. Applicant's representative: Edward F. Bowes, 1060 Broad St., Newark 2, N. J. For authority to operate as a contract carrier over irregular routes, transporting: *Artists' drafting and reproduction materials and precision and scientific instruments* from Teterboro, N. J. to New York, N. Y., materials, equipment, and supplies used in the manufacture of artists' drafting and reproduction materials, and precision and scientific instruments except those requiring special equipment, and damaged or returned shipments of artists' drafting and reproduction materials, and precision and scientific instruments from New York, N. Y. to Teterboro, N. J.

No. MC 22229 (Sub No. 22) filed November 2, 1956, TERMINAL TRANSPORT COMPANY INC., 180 Harriett Street SE., Atlanta, Ga. Applicant's representative: Reuben G. Crimm, Eight-O-Five Peachtree Street Bldg., Atlanta 8, Ga. For authority to operate as a common carrier over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Birmingham, Ala., and Horse Cave, Ky., as follows: from Birmingham over Alabama Highway 38 to junction U. S. Highway 231, thence over U. S. Highway 231 to Scottsville, Ky., thence over U. S. Highway 31E to junction Kentucky Highway 218, approximately two (2) miles north of Bear Wallow Ky., thence over Kentucky Highway 218 to Horse Cave, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Birmingham, Ala., and Indianapolis, Ind., and (2) between Atlanta, Ga., and Horse Cave, Ky., as follows: From Atlanta over U. S. Highway 41 to Murfreesboro, Tenn., thence over U. S. Highway 231 to Scottsville, Ky., thence over U. S. Highway 31E to junction Kentucky Highway 218, approximately two (2) miles north of Bear Wallow Ky., thence over Kentucky Highway 218 to Horse Cave,

and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Atlanta, Ga., and Indianapolis, Ind. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Illinois, Indiana, and Kentucky.

Note: Duplication with present authority to be eliminated.

No. MC 66562 (Sub No. 1331) filed January 16, 1957, RAILWAY EXPRESS AGENCY INCORPORATED, 219 E. 42d St., New York 17, N. Y. Applicant's representative: James E. Thomas, c/o Alston, Sibley Miller Spann & Shackelford, 1220 The Citizens and Southern National Bank Bldg., Atlanta, Ga. For authority to operate as a common carrier over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, between Greenville, S. C. and Pickens, S. C., over South Carolina Highway No. 183. Applicant is authorized to conduct operations throughout the United States.

No. MC 86336 (Sub No. 2) filed September 21, 1956, DABAR HAULAGE COMPANY, INC., 880 Bergen Ave., Jersey City N. J. Applicant's representative: Edward F. Bowes, 1060 Broad St., Newark 2, N. J. For authority to operate as a contract carrier over irregular routes, transporting: *Empty iron and steel drums, cans and containers*, from Pennsauken Township, Camden, N. J., to points in Maryland on and east of U. S. Highway 11. Applicant is authorized to conduct operations in Delaware, New Jersey, New York, and Pennsylvania.

No. MC 101126 (Sub No. 59) filed December 14, 1956, STILLPASS TRANSIT COMPANY INC., 4967 Spring Grove Avenue, Cincinnati 32, Ohio. For authority to operate as a contract carrier over irregular routes, transporting: *Glycerine*, in bulk, in tank vehicles, from St. Bernard, Ohio to Kankakee, Ill. Applicant is authorized to conduct operation in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Tennessee, and Wisconsin, in the transportation of similar commodities.

Note: Duplication with authorized and pending authority to be eliminated.

No. MC 108651 (Sub No. 9) filed January 15, 1957, ROY B. MOORE, INC., P. O. Box 628, Kingsport, Tenn. Applicant's representative: S. S. Eisen, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier over irregular routes, transporting: *Yarns and staple fibre*, from Kingsport, Tenn., to Greenville, Laurens, Tavlors and Anderson, S. C., and Spindale, Shelby Cramerton, Caroleen, Red Springs, Drexel, Hildebran, Thomasville, Durham, Hickory, High Point, Greensboro, Burlington and Sprav N. C., and empty containers or other such incidental facilities used in transporting the above-specified commodities from the above-specified destination points to Kingsport, Tenn. Applicant is authorized to conduct regular route operations in New York, and irregular route operations in

New York, North Carolina, South Carolina and Tennessee. In Certificate No. MC 108651 carrier is authorized among other things, to transport *Acetate yarns*, and *acetate staple fibre*, over irregular routes, from Kingsport, Tenn., to the same destination points applied for in this application, and *Empty spools*, from the specified destination points in this application to Kingsport, Tenn. Duplication with present authority to be eliminated.

No. MC 109280 (Sub No. 6), filed November 6, 1956, LEWIS O. JACOBS, doing business as TERMINAL WAREHOUSE & STORAGE COMPANY, 44-48 Main St., Dubuque, Iowa. Applicant's representative: John L. Bruemmer, 121 West Doty St., Madison 3, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Gratiot, Wis., and South Wayne and Browntown, Wis., (1) from Gratiot over Wisconsin Highway 78 to Wiota, Wis., thence over Wisconsin Highway 176 to South Wayne, and return over the same route, serving the intermediate point of Wiota, Wis.; (2) from Gratiot over Wisconsin Highway 78 to Wiota, Wis., thence continuing over Wisconsin Highway 78 to junction Lafayette County Highway M, thence over Lafayette County Highway M to junction Green County Highway MM, thence over Green County Highway MM to Browntown, and return over the same route, serving the intermediate points of Wiota and Woodford, Wis.; and (3) between Orfordville, Wis., and Beloit, Wis., from Orfordville over Wisconsin Highway 13 to Beloit, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Dubuque, Iowa, and Janesville and Beloit, Wis. Applicant is authorized to conduct similar operations in Illinois, Iowa and Wisconsin. Issues published in the FEDERAL REGISTER of December 5, 1956, as above. The hearing previously assigned in the application was canceled upon the filing of verified statements on behalf of applicant.

No. MC 109749 (Sub No. 7), filed November 13, 1956, GAIL W. DAHL and FRED E. HAGAN, doing business as DAHL TRUCK LINES, 4120 Floyd Ave., Sioux City, Iowa. Applicant's representative: E. A. Hutchinson, 420 Security Bank Bldg., Sioux City 1, Iowa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Meats, including fresh meats; packing house products; articles distributed by meat packing houses; and dairy products, as defined by the Commission*, from Sioux City, Iowa to (1) Baker, Mont.; (2) points in that area of South Dakota bounded by a line commencing at the intersection of the South Dakota-North Dakota-Montana State Lines, thence east along the North Dakota-South Dakota State lines to the Missouri River, thence south along the Missouri River to

its intersection with South Dakota Highway 14, thence west along South Dakota Highway 14 to the South Dakota-Wyoming State line, and thence north along the South Dakota-Wyoming-South Dakota-Montana State line to point of beginning, including points located on the boundary lines; (3) points in that area in North Dakota bounded by a line commencing at the intersection of the Montana-North Dakota-South Dakota State lines, thence along the Montana-North Dakota State line to its intersection with U. S. Highway 10, thence east along U. S. Highway 10 to its intersection with North Dakota Highway 3, thence south along North Dakota Highway 3 to the North Dakota-South Dakota State line, and thence west along the North Dakota-South Dakota State line to point of beginning, including all points on the boundaries specified, subject to the restriction that the transportation of dairy products is limited to movements to or from meat packing houses. Applicant is authorized to conduct operations in Iowa, Minnesota, South Dakota, and Nebraska.

No. MC 110686 (Sub No. 6), filed December 27, 1956, MCCORMICK DRAY LINE, INC., Avis, Pa. Applicant's representative: Robert H. Shertz, 811 Lewis Tower Building, 225 S. 15th St., Philadelphia 2, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Aluminum rods*, from Massena, N. Y. to Jersey Shore, Pa.

No. MC 113974 (Sub No. 5), filed November 20, 1956, PITTSBURGH & NEW ENGLAND TRUCKING CO., a corporation, 211 Washington Avenue, Dravosburg, Pa. Applicant's representative: W. H. Schlottman, 211 Washington Ave., Dravosburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Iron and steel, iron and steel products, and steel mill products*, from Pittsburgh, Pa., and points in Pennsylvania, Ohio, and West Virginia within 75 miles radius of Pittsburgh, Pa., to points in Maine, New Hampshire, and Vermont.

No. MC 115424 (Sub No. 2), filed January 9, 1957, KENNETH H. CORZINE, Dongola, Ill. Applicant's representative: Delmar O. Koebel, 406 Missouri Ave., East St. Louis, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: *Packing crates*, from points in Pulaski County, Ill., to Franklin, Tenn. Applicant is authorized to transport packing crates in Illinois and Missouri.

No. MC 116329, filed December 3, 1956, AUSTIN F. WHITMER, 1980 South Main, Box 215, Bountiful, Utah. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Lumber, including plywood and panel boards made from lumber products*, from points in Douglas, Linn, Benton, Lane, Yamhill, Washington, Clackamas, Multnomah, Marion, and Deschutes Counties, Oreg., to points in Utah and Idaho.

MOTOR CARRIERS OF PASSENGERS

No. MC 1504 (Sub No. 133), filed January 11, 1957, ATLANTIC GREYHOUND CORPORATION, 1100 Kan-

nawha Valley Bldg., Charleston, W. Va. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Ave. NW., Washington 6, D. C. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage*, and *express, mail and newspapers* in the same vehicle with passengers, between junction Old and Relocated U. S. Highways 21 approximately eight (8) miles north of Charlotte, N. C., and junction Old and Relocated U. S. Highways 21 approximately one (1) mile south of Shephards, N. C., over Relocated U. S. Highway 21, serving all intermediate points. Applicant is authorized to conduct operations in Florida, Georgia, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant is already authorized to operate between the terminal points of the new route via old U. S. Highway 21.

No. MC 1504 (Sub No. 135), filed January 11, 1957, ATLANTIC GREYHOUND CORPORATION, 1100 Kanawha Valley Bldg., Charleston, W. Va. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Ave. NW., Washington 6, D. C. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage*, and *express, mail and newspapers* in the same vehicle with passengers, between Lexington, N. C., and Asheboro, N. C., over Relocated U. S. Highway 64, serving all intermediate points. Applicant is authorized to conduct operations in Florida, Georgia, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE: Simultaneously with the granting of the authority sought herein applicant wishes to abandon and have deleted from its certificate its present authority to operate between Lexington, N. C., and Asheboro, N. C., over old U. S. Highway 64.

No. MC 1511 (No. 111), filed December 31, 1956, PACIFIC GREYHOUND LINES, a corporation, 371 Market St., San Francisco 6, Calif. Applicant's representative: Earl A. Bagby, Greyhound Bldg., Market & Fremont Sts., San Francisco 5, Calif. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage*, and *express* in the same vehicle with passengers, over that segment of relocated U. S. Highway 70 between Cutter, Ariz., and Bylas, Ariz., in connection with applicant's authorized regular-route operations between El Paso, Tex., and Portland, Oreg., in Revised Certificate No. MC 1511 dated March 21, 1951. Applicant is authorized to conduct operations in Arizona, California, Nevada, New Mexico, Oregon, Texas, and Utah.

NOTE: The proposed rerouting will result in abandonment of bus service to Coolidge Dam and Calva, Ariz., located on former U. S. Highway 70.

APPLICATIONS UNDER SECTIONS 5 AND 210a (b)

The following applications are governed by the Interstate Commerce Com-

mission's special rules governing notice of filing of applications by motor carriers of property or passengers under section 5 (2) and 210a (b) of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, page 7339, § 1.240, September 26, 1956.)

MOTOR CARRIERS OF PROPERTY

No. MC-F 6496. Authority sought for purchase by PULLEY FREIGHT LINES, INC., East 24th Street and Easton Blvd., Des Moines, Iowa, of the operating rights and property of EMORY H. ANDERSON and MRS. CECILLE M. ANDERSON, doing business as WOOD & FENDER, 3009 Dean Avenue, Des Moines, Iowa, and for acquisition by NENVER RIETVELD, also of Des Moines, of control of such rights and property through the purchase. Applicants' representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Operating rights sought to be transferred: *Packing-house products*, as a *contract carrier* over regular routes, between Des Moines, Iowa, and Chicago, Ill., serving the intermediate point of Davenport, Iowa; *fresh meats* and *packing-house products*, from Perry and Marshalltown, Iowa, to Chicago, Ill., serving no intermediate points; *malt beverages*, from Chicago and Quincy, Ill., to Des Moines, Iowa, serving no intermediate points; *condiments* and *canned goods*, over irregular routes, from Chicago, Blue Island, Washington, Eureka, Morton and Morrison, Ill., to certain points in Iowa, and from Des Moines, Iowa, to certain points in Illinois; *packing-house products*, from Des Moines and Cedar Rapids, Iowa, to certain points in Illinois; *dairy products*, from specified points in Iowa to specified points in Illinois; *fresh meat*, from Marshalltown, Iowa, to Chicago, Ill.; *cheese*, from Dixon and Freeport, Ill., to Cedar Rapids, Iowa; *poultry*, *eggs*, *dairy products*, *fresh meats*, *canned foods*, and *packing-house products*, *supplies*, and *equipment*, from Chicago and Blue Island, Ill., to points in Iowa on and east of U. S. Highway 69, and from Des Moines, Grinnell, and Marengo, Iowa, to points in Illinois on and north of U. S. Highway 6. Vendee is authorized to operate as a *contract carrier* in Iowa, Kansas, Missouri, Wisconsin, Nebraska, Minnesota, Illinois, and South Dakota. Application has not been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 57-683; Filed, Jan. 29, 1957;
8:47 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF JANUARY 25, 1957.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 33195: *Logs—Iowa and Missouri to Marshfield, Wis.* Filed by W. J. Prueter, Agent, for interested rail carriers. Rates on logs, other than walnut, carloads from Albia, Bloomfield, Keokuk, Iowa, and La Plata, Mo., to Marshfield, Wis.

Grounds for relief: Circuitous routes. Tariff: Supplement 16 to Agent Prueter's tariff I. C. C. A-4102.

FSA No. 33196: *Phosphate rock—Florida points to Neosho, Mo.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on phosphate rock, carloads from Bartow, Fla., and other Florida points to Neosho, Mo.

Grounds for relief: Circuitous routes. Tariff: Supplement 34 to Agent C. A. Spaninger's tariff I. C. C. 1514.

FSA No. 33197: *Titanium dioxide—Georgia points to official territory.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on titanium dioxide, carloads from Savannah and Port Wentworth, Ga., to specified points in official (including Illinois) territory.

Grounds for relief: Circuitous routes. Tariffs: Supplement 250 to Agent Spaninger's tariff I. C. C. 1351. Supplement 2 to Agent Spaninger's tariff I. C. C. 1565.

FSA No. 33198: *Cement—New Orleans, La., to Gulfport, Miss.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on cement and related articles, carloads from New Orleans, La., to Gulfport, Miss.

Grounds for relief: Circuitous routes. Tariff: Supplement 75 to Agent Spaninger's I. C. C. 1447.

FSA No. 33199: *Cinders—Kenlite, Ky., to Detroit, Mich.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on cinders, shale, carloads from Kenlite, Ky., to Detroit, Mich.

Grounds for relief: Circuitous routes. Tariff: Supplement 91 to Agent Spaninger's I. C. C. 1469.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 57-681; Filed, Jan. 29, 1957;
8:46 a. m.]

[Rev. S. O. Order 562, Taylor's I. C. C.
Order 77]

ARCADE AND ATTICA RAILROAD CORP.

DIVERSION OR REROUTING OF TRAFFIC

In the opinion of Charles W. Taylor, Agent, the Arcade and Attica Railroad Corporation, because of flood conditions, is unable to transport traffic routed over its line.

It is ordered, That:

(a) *Rerouting traffic.* The Arcade and Attica Railroad Corporation, and its connections, are hereby authorized to divert or reroute such traffic over any available route to expedite the movement, regardless of routing shown on the waybill. The billing covering all such cars rerouted shall carry a reference to this order as authority for the rerouting.

(b) *Concurrence of receiving roads to be obtained.* The railroad desiring to divert or reroute traffic under this order shall confer with the proper transportation officer of the railroad or railroads to which such traffic is to be diverted or rerouted, and shall receive the concurrence of such other railroads before the rerouting or diversion is ordered.

(c) *Notification to shippers.* The carriers rerouting cars in accordance with this order shall notify each shipper at the time each car is rerouted or diverted and shall furnish to such shipper the new routing provided under this order.

(d) Inasmuch as the diversion or rerouting of traffic by said Agent is deemed to be due to carrier's disability, the rates applicable to traffic diverted or rerouted by said Agent shall be the rates which were applicable at the time of shipments on the shipments as originally routed.

(e) In executing the directions of the Commission and of such Agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic; divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(f) Effective date. This order shall become effective at 5:00 p. m., January 23, 1957.

(g) Expiration date. This order shall expire at 11:59 p. m., February 14, 1957, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Division of the FEDERAL REGISTER.

Issued at Washington, D. C., January 23, 1957.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F. R. Doc. 57-682; Filed, Jan. 29, 1957;
8:46 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3545]

WEST PENN POWER CO.

ORDER AUTHORIZING INCREASE IN AUTHORIZED AMOUNT OF COMMON STOCK AND STATED CAPITAL, AND PROXY SOLICITATION IN FAVOR THEREOF

JANUARY 24, 1957.

West Penn Power Company ("Company"), a Pennsylvania corporation which is a public-utility subsidiary of West Penn Electric Company, a regis-

tered holding company, has filed a declaration and an amendment thereto pursuant to sections 7 and 12 (e) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-62 thereunder regarding the following proposed transaction:

The Company proposes to increase its authorized capital stock and stated capital from \$95,292,300 to \$150,000,000 by increasing its authorized Common Stock from 4,529,230 shares without par value, having an aggregate stated capital of \$45,292,300, to 10,000,000 shares without par value, having an aggregate stated capital of \$100,000,000. (The remaining \$50,000,000 of its authorized capital stock, consisting of 500,000 shares of Preferred Stock with a par value of \$100 per share, will remain unchanged.)

In addition to miscellaneous expenses estimated at \$2,500, the Company's expenses will include Pennsylvania excise tax on increase of stated capital in the amount of \$137,100.

The Company plans to hold a special meeting of its stockholders on March 1, 1957 to consider the aforesaid proposal, and to solicit proxies in favor thereof.

Due notice having been given of the filing of said declaration (Holding Company Act Release No. 13357), and a hearing not having been requested or ordered by the Commission; and the Commission finding that the applicable provisions of the act and the rules promulgated thereunder are satisfied, and deeming it appropriate in the public interest and in the interest of investors and consumers that the declaration as amended be permitted to become effective forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that said declaration as amended be, and hereby is, permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-687; Filed, Jan. 29, 1957; 8:48 a. m.]

SMALL BUSINESS ADMINISTRATION

[Power of Attorney No. 1]

BRANCH MANAGER, SAN JUAN, PUERTO RICO

POWER OF ATTORNEY RELATING TO LOANS IN THE COMMONWEALTH OF PUERTO RICO

Pursuant to the authority vested in the Administrator, by the Small Business Act of 1953, as amended, 67 Stat. 232, 15 U. S. C. 631 (Supp. II, 1952), as amended, 69 Stat. 547, 15 U. S. C. 631 (Supp. III, 1952), there is hereby issued the following Power of Attorney:

Know all men by these presents:

That I, Wendell B. Barnes, of age, married and a resident of Sumner, Maryland, in my capacity as Administrator of the Small Business Administration, an Agency of the United States of America, created by the Small Business Act of 1953, as amended,

and in the exercise of the powers conferred upon me as Administrator under said Act, do hereby nominate, constitute and appoint Mr. Antonio Yordan Antongiorgi of age, married and a resident of San Juan, Puerto Rico (hereinafter referred to as the attorney in fact), my true and lawful attorney, for and within The Commonwealth of Puerto Rico, with the designation of Branch Manager, San Juan Office of the Small Business Administration, to exercise, do and perform, subject to the limitations and restrictions expressed hereinafter any and all of the following things and acts:

1. To accept on behalf of the Small Business Administration ownership of, or other interest in, any property (real, personal, or mixed, tangible or intangible), whenever deemed necessary or appropriate to the conduct of the activities authorized in Sections Two Hundred Seven (a) or Two Hundred Seven (b) of the Small Business Act of 1953, as amended.

2. To convey and execute in the name of the Small Business Administration, deeds of conveyance, full or partial deeds of release, assignments and satisfactions of mortgages and any other written instrument relating to real, personal, tangible or intangible property, or any interest therein, necessary in the granting, administration, collection and liquidation of loans made by the Small Business Administration, pursuant to the provisions of the Small Business Act of 1953, as amended.

3. To demand and accept securities, real or personal, which guarantee debts heretofore or hereafter acknowledged in favor of the Small Business Administration, or which guarantee the fulfillment of any other existing or future obligations contracted in favor of the Small Business Administration.

4. To appear on behalf of the Small Business Administration in all deeds or mortgages executed in The Commonwealth of Puerto Rico in favor of the Small Business Administration in connection with the making of loans; assessing the property mortgaged for the purpose of the first sale to be held in case of foreclosure and in case that more than one property is mortgaged, for the purpose of distributing among the properties mortgaged, the amount of the mortgage responsibility on each property mortgaged; and for other purposes as may be necessary to produce an instrument recordable in the Registry of Property of The Commonwealth of Puerto Rico.

5. To register and record, or to present for registration and recording, any and all deeds, documents, and other papers, which it may be necessary or proper to register or record in The Commonwealth of Puerto Rico.

6. When specially authorized by the Administrator, in writing or by cable, to appoint in writing a substitute under this Power of Attorney in place and stead of the Attorney in Fact, provided the Attorney in Fact cannot thereby confer upon any substitute greater power or authority than that hereby granted to the Attorney in Fact and provided that every such appointment shall be and declare that it is revocable by the Attorney in Fact or by the Administrator and that it shall be returned to the Administrator on revocation or other termination.

Giving and granting upon the said Antonio Yordan Antongiorgi, full power and authority to do and perform each and every act and thing whatsoever requisite or necessary to be done in and about the premises as fully and effectually to all intents and purposes as the Administrator himself might or could do if personally present and acting; hereby ratifying and confirming all that the said Antonio Yordan Antongiorgi or his duly appointed substitute shall lawfully do or cause to be done by virtue hereof; and in the exercise of the faculties conferred in the present Power of Attorney, said Antonio

Yordan Antongiorgi is empowered to appear in, and execute, any and all public instruments or authentic documents as may be necessary to authenticate acts or contracts subject to recordation; and whenever he may appear or execute such public instruments or authentic documents, he is authorized to comply with, and fulfill all and any conditions, clauses, and formalities as may be required under the Civil Code, the Mortgage Law and Regulations, and other statutes of The Commonwealth of Puerto Rico, as may be necessary to produce instruments and deeds acceptable for recordation in the Property Registries of The Commonwealth of Puerto Rico.

Unless sooner revoked or terminated by me in writing, this Power of Attorney shall remain in full force and effect until the Attorney in Fact resigns or is removed from the employ of the Small Business Administration, whichever happens first.

Washington, D. C., this 22d day of January 1957.

[SEAL] WENDELL B. BARNES,
Administrator,
Small Business Administration.

ACKNOWLEDGMENT

This is to certify that on this 22d day of January 1957, before me, the undersigned, duly commissioned and sworn as such, personally came Wendell B. Barnes, in his capacity as Administrator of the Small Business Administration, an Agency of the United States Government, existing under and by virtue of Public Law No. 163 of the 83d Congress, First Session, as amended, to me known to be Administrator of the said Agency, and acknowledged that the seal affixed to the within instrument is the seal of the Small Business Administration; and that the said instrument was signed and sealed in behalf of the Small Business Administration by authority given to the Administrator under said Public Law and that the said Wendell B. Barnes as Administrator, acknowledged said instrument under the powers granted him by Law for the uses and purposes therein mentioned.

Washington, D. C., this 22d day of January 1957.

LOUISE C. RIGGAN,
Notary Public.

[F. R. Doc. 57-688; Filed, Jan. 29, 1957; 8:48 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

PAUL LOUIS CHARLES BLANCHARD

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., and Property

Paul Louis Charles Blanchard, 6, Rue Say, Paris, France, Claim No. 43890, property described in Vesting Order No. 293 (7 F. R. 9836, November 26, 1942), relating to Patent Application Serial No. 258,313 (now United States Letters Patent No. 2,308,909).

Executed at Washington, D. C., on
January 24, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-695; Filed, Jan. 29, 1957;
8:50 a. m.]

PIRELLI SOCIETA PER AZIONI

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., and Property

Pirelli Societa per Azioni, Viale Abruzzi No. 94, Milan, Italy, Claims Nos. 36661 and 36662, property described in Vesting Order No. 201 (8 F. R. 625, January 16, 1943), relating to United States Letters Patent Nos. 1,717,248; 1,750,540; 1,792,702; 1,811,695; 1,926,701; 1,926,702; 2,003,721; 2,017,398; 2,052,361; 2,071,214; 2,084,702; 2,127,070 and 2,127,075.

Property described in Vesting Order No. 1184 (8 F. R. 7035, May 27, 1943), relating to United States Letters Patent No. RE. 18,437.

All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Societa Italiana Pirelli by virtue of an agreement dated May 28, 1935 (including all modifications thereof and supplements thereto, if any), by and between Societa Italiana Pirelli and The Firestone Tire and Rubber Company, which agreement related among other things to Reissue Patent No. 18,437, to the extent that such interests and rights were owned by the claimant immediately

prior to vesting by Vesting Order No. 1444 (8 F. R. 7052, May 27, 1943).

The return will be subject to the provisions of the Memorandum of Understanding of August 14, 1947, between the Government of the United States of America and the Government of Italy regarding Italian assets in the United States of America and certain claims of United States nationals, and will not include any royalties or other compensation or right to receive a royalty or other compensation arising out of the use prior to December 31, 1945, of any of the above property.

Executed at Washington, D. C., on
January 24, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-696; Filed, Jan. 29, 1957;
8:50 a. m.]

STATE OF NETHERLANDS FOR THE BENEFIT OF JOHANNA BERENDS ET AL.

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

The State of the Netherlands for the benefit of: (Cash in the Treasury of the United States as noted below and all right, title and interest of the Attorney General acquired pursuant to Vesting Order No. 18521 (16 F. R. 10097, October 3, 1951) in and to the securities described below.)

Johanna Berends, L. S. Claim No. 110, Kansas City Southern Railway Company 3/50 Bonds Nos. 2028 and 5900, in the principal amount of \$1,000 each.

Rudolph Nicolai (The Hague, Holland), Rudolf Nicolai (Odzi, Southern Rhodesia), Jan and Gysbertha Nicolai, Gysbertha Stoop

and Paula de Fremery, L. S. Claim No. 119, Missouri-Kansas-Texas Railroad Company 5/62 Bond No. 31199, in the principal amount of \$1,000.

Ella Hirsch-Bernstein, L. S. Claim No. 248, \$480.00. Southern Railway Company 4/56 Bond No. 47991, in the principal amount of \$1,000.

Agatha and Cornells Romeyn, L. S. Claim No. 695, Central Pacific Railway Company 4/49 Bond No. 24078 and Cities Service Company 5/69 Debentures Nos. 25551 and 45665, all in the principal amount of \$1,000 each.

Hartog and Nathan de Vries, L. S. Claim No. 785, \$784.16.

Vesting Order No. 18521.

Netherlands Embassy, Office of the Financial Counselor, 25 Broadway, New York 4, New York.

Executed at Washington, D. C., on
January 24, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-697; Filed, Jan. 29, 1957;
8:50 a. m.]

SERVO-FREIN DEWANDRE

AMENDMENT TO NOTICE OF INTENTION TO RETURN VESTED PROPERTY

The Notice of Intention to Return Vested Property relating to Claim No. 6171 of Servo-Frein Dewandre, Societe Anonyme, Liege, Belgium, dated September 20, 1948, published in the FEDERAL REGISTER on September 24, 1948 (13 F. R. 5577), is hereby amended by adding to the items listed under the heading "Property" the following:

\$14,100 in the Treasury of the United States.

Executed at Washington, D. C., on
January 24, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-698; Filed, Jan. 29, 1957;
8:50 a. m.]

